

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1767.—Vol. XXXIX.

LONDON, SATURDAY, JULY 3, 1869.

(STAMPED ...SIXPENCE,
UNSTAMPED...FIVEPENCE)

MR. JAMES CROFTS, STOCK AND SHAREBROKER, No. 1, FINCH LANE, CORNHILL. (Established 1842.)

MR. CROFTS transacts business in the way of PURCHASE or SALE of every description of stocks, but particularly BRITISH MINES, at net prices. All orders meet with the utmost promptness, and advice given as to the nature and eligibility of INVESTMENTS when required.

GREAT ROYALTON.—Great North Lode: The agent writes—"At the east shaft on this lode we have an intersection with what is called King's lode, and we have holed to some old workings, and find some splendid rich stones of tin left by the ancients." This is the deepest point the old workers could go. The lodes here are 4 fms. wide, and will yield, the agent adds, "immense quantities of tinstuff for the stamps." These shares are specially recommended at the present price of 22s. 6d., as they must advance to at least triple this amount in the course of a few months. It is opening out wonderfully, and will undoubtedly be a great mine.

MR. W. H. BUMPUS, STOCK AND SHAREDEALER,
44, THREADENEEDLE STREET, LONDON, E.C., has FOR SALE the following SHARES, free of commission:—

50 Anglo-Argentine, 21s 3d	200 Gwydyr Park, 1s.	75 Rossa Grande, 25s.
20 Calbeck Fells, 23s.	25 Gnanema, 13s.	20 South Darren, 37s.
10 Chiverton Moor, 23s.	25 Hingston Down, 23s.	20 South Herodsfoot, 23s.
30 Chontales, 21s 9d.	50 Holmshush and Kelly, 23s.	20 So. Condurow, 29s 6d.
50 Drake Walls, 16s. 6d.	Bray, 24s.	30 Snafell, 17s.
25 Don Pedro, 24 1/2s. 6d.	10 Marke Valley, 28s.	100 Taquaril, 11s. 6d.
10 East Caradon, 27s.	50 No. Treskerby, 13s. 9d.	35 Wt. Godolphin, 23s 3d.
20 East Grenville, 24s.	25 New Lovell, 33s. 6d.	5 Wt. Chiverton, 24s 1/2s.
10 Frontino, 24s. 6d.	10 North Levant, 26s.	5 Wt. Rose Down, 23s.
20 Frank Mills, 23 1/2s. 9d.	20 Postarna, 21 1/2s. 3d.	20 West Bassett, 21 1/2s.
50 Gen. Brazilian, 15s.	50 Port Phillip, 11 1/2s. 3d.	5 Wt. Mary Ann, 21 1/2s.
5 Great Laxey, 21s.	5 Pedu-an-drea, 21s.	30 Wt. Grenville, 23s.
25 Great No. Laxey, 22s.	50 Prince of Wales, 23s.	15 Wt. Uny, 23 1/2s.
10 Great Vor, 24 1/2s.	50 Royalton, 17s. 6d.	70 Yudanamutana, 21 1/2s.

MR. W. L. WILKINSON, STOCK AND SHAREDEALER, 95, BISHOPSGATE STREET WITHIN, LONDON, E.C.

MR. THOMAS SPARGO, STOCK AND SHAREDEALER, 224 and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.

JOHN RISLEY, (SWORN) STOCK AND SHAREBROKER, 48, THREADENEEDLE STREET, LONDON, E.C. Bankers: London and Westminster, Lothbury.

MR. Y. CHRISTIAN, STOCK AND SHAREDEALER, 11, ROYAL EXCHANGE, E.C. Bankers: Bank of England.

MR. G. D. SANDY, STOCK AND SHAREDEALER, 48, THREADENEEDLE STREET, LONDON, E.C. Daily Price List on application post free. References exchanged.

Established Twelve Years.—Twenty-four Years' Experience.

MR. F. W. MANSELL, STOCK AND SHAREDEALER,
1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C., has the following SHARES FOR SALE, for cash or account, at net prices:—

15 Chiverton, 23s.	100 Great Laxey, 21s.	50 Prince of Wales, 24s.
10 Chiverton Moor, 23s.	100 Gt. So. Tolgus, 20s.	25 Royalton, 23s.
150 Chontales, 22s. 9d.	50 Gen. Braz., 3s. 6d. pm.	100 Redmoor (offer wtd.).
5 Cook's Kitchen, 21 1/2s.	5 Herodsfoot, 24 1/2s.	75 St. Condurow, 30s.
50 Don Pedro, 24 1/2s. pm.	50 Hingston Down, 10s.	1 South Caradon, 23 1/2s.
15 East Caradon, 27s.	35 New Lovell, 33s.	10 Wt. Chiverton, 24 1/2s.
20 Great Wt. Vor, 24 1/2s.	75 North Treskerby, 11s.	1 West Soton, 21 1/2s.

PERRAN WHEAL VYVYAN.

Prospectus and reports of this valuable property may be had on application, also specimens of lead received this week from the different lodes, to Mr. F. W. MANSELL, who strongly advises the immediate purchase of the shares. The market for the past week has been quiet, with one or two exceptions. The standard has advanced £1 15s. Tin mines are weaker, owing to a slight reduction in the price of tin.

PRINCE OF WALES AND GRENVILLE weaker.
EAST LOVELL has improved to 12 1/2s. 13s. in consequence of the following discovery:—North Lode: Below the 70, the lode, for length of shaft, will produce 3 tons of tin per fathom; worth £200 and upwards.—South Lode: The lode is also improved; now worth £45 per fathom; the western end is worth 12s. per fathom, and can be driven for £1 10s.

Bankers: London Joint-Stock Bank.

MR. J. H. COCK, STOCK AND MINING SHAREDEALER, 74, OLD BROAD STREET, LONDON, E.C.

Business transacted in all the leading mines, and those difficult of purchase or sale negotiated.

SPECIAL in Van Consols, New Lovell, North Treskerby, Ding Dong, Providence, South Merilyn, and South Condurow.

MR. T. ROSEWARNE, 81, OLD BROAD STREET, LONDON, E.C.

T. R. has BUSINESS in the following mines, at close market prices:—

Bedford Consols.	East Grenville.	Prince of Wales.
Bedford United.	East Caradon.	West Drake Walls.
Devon Consols.	Frontino and Bolivia.	West Chiverton.
Don Pedro.	New Lovell.	

T. R. has returned from a tour of inspection in Llanidloes, Aberystwith, and surrounding districts, where he has thoroughly gone over the leading mines, and many important veins yet unexplored, and from which he has selected a few which, when worked, will, in his opinion, equal if not exceed in value any yet discovered. T. R., having inspected the properties himself, can give reliable information respecting them, entirely free from the colouring which is, unfortunately, so often used by paid agents from interested motives; parties will, therefore, do well to consult him before entering into mining speculation.

Advantage should be taken of the present almost unprecedented depression in Devon and Cornwall mining, as there are many mines, the shares of which are at present at a mere nominal price, but should the copper standard rise to any degree, would advance rapidly to a considerable market value.

T. R. has SPECIAL BUSINESS in the following mines:—Holmshush and Kelly, Bray United, Royalton, Llanidloes Lead Mine, Van, Van Consols, Bronfford, Tygwyn, and Calbeck Fells.

Money advanced to any extent on good mining shares.

Office hours Ten to Four. Bankers: Bank of England.

MR. WILLIAM MARLBOROUGH, 1, GREAT ST. HELEN'S, BISHOPSGATE STREET, LONDON, E.C. (Established 15 years), has FOR SALE the FOLLOWING SHARES, at net prices:—

25 Aberdaunt, 42s. 6d.	50 Gen. Brazilian, 4s. 9d.	25 South Merilyn, 22s 6d.
50 Anglo-Brazil, 9s. 6d.	premium.	5 Van, 23 1/2s.
50 Anglo-Argentine, 22s.	10 Great Vor, 24 1/2s.	25 Van Consols, 22 1/2s. 6d.
30 Bryn Gwlog, 26s. 6d.	30 Gt. So. Tolgus, 16s 9d.	20 West Bassett, 21 1/2s.
25 Chontales, 22s.	10 Marke Valley, 25s 8s 9d.	20 Wt. Chiverton, 24 1/2s.
15 Chiverton, 23s.	40 New Lovell, 34s.	5 West Caradon, 24s.
10 Chiverton Moor, 23s.	40 No. Treskerby, 11s. 9d.	1 West Soton, 21 1/2s.
30 Don Pedro, 24 1/2s. prem.	20 North Crofty, 14s.	25 Wt. Grenville, 49s. 6d.
50 Drake Walls, 16s.	25 Prince of Wales, 23s 3d.	5 Wt. Agar, 22s.
10 East Caradon, 27s.	15 Postarna, 28s. 9d.	5 Wt. Mary Ann, 21 1/2s.
15 East Grenville, 24 1/2s.	30 Rossa Grande, 28s. 6d.	10 Wt. Uny, 23 1/2s. 6d.
50 Frontino, 24s. 6d.	premium.	20 Yudanamutana, 22s.
25 Great No. Laxey, 22s.	20 So. Herodsfoot, 17s 6d.	

SPECIAL.

EAST LOVELL.—W. M. is a BUYER of 100 shares or any less number. Holders would oblige by stating number and price as early as possible. Market closes £12 to £13.

MR. GEORGE BUDGE, STOCK AND SHAREDEALER, No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 40 years), has FOR SALE the FOLLOWING SHARES, at net prices:—

40 Great Rock, 5s. 6d.	50 East Grenville, 24 1/2s.	100 Prince of Wales, 23s. 6d.
5 Van, 23 1/2s.	50 Van Consols, 22s.	50 East Rosewarne, 2s. 6d.
150 Gwydyr Park, 2s. 6d.	50 Holmshush and Kelly, 23s.	5 Great Laxey, 21 1/2s.
40 North Treskerby, 12s. 6d.	45 South Merilyn, 12s.	4 West Rose Down, 23 1/2s.
30 Wt. Grenville, 50s.	10 North Levant, 27 1/2s.	2 Wheal Soton, 24 1/2s.
70 East Carn Brea, 10s. 9d.	10 Nanglies, 50s.	2 Tamar Valley, 2 West Tolgus, 23 1/2s.
25 Drake Walls, 17s.	60 West Drake Walls, 7s. 6d.	40 North Crofty, 12s. 3d.
10 Mace-y-Safn, 22s.	70 Calbeck Fells, 10s. 6d.	50 Colquhoun and Callington, 100s.
Wheal Oreb, 11s.	5 Cook's Kitchen, 21 1/2s.	30 Colquhoun and Callington, 100s.
Scottish Australian, 17s. 9d.	150 General Brazilian, 4s. 3d.	50 Anglo-Brazilian, 11s. 6d.
200 Taquaril, 4s. 6d.	premium.	10 St. John del Rey, 21 1/2s.

SPECIAL BUSINESS in Great Rock and Van Consols.

CORNISH AND FOREIGN MINES— TO SHAREHOLDERS AND OTHERS.

PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST—SYNOPSIS OF CORNISH AND DEVON MINES," of Friday, July 2, No. 539, Vol. XI., price 6d., each copy, forwarded on application, contains information on the following mines:—

Van.	East New Lovell.	Wheal Jane.
Great Rock.	Chiverton.	Botallack.
Great Wheal Vor.	West Great Work.	Sparrow Moor.
St. Ives Consols.	Drake Walls.	Providence.
East Lovell.	West Drake Walls.	Wheal Trelawny.
Great Western.	West Chiverton.	East Wheal Soton.
New Wheal Lovell.	Wheal Margaret.	

With a Leading Article on the Tin Trade and Tin Mines.

INVESTMENT OR SPECULATION.—A SELECTED LIST OF RAILWAYS, BANKS, MINES, COLONIAL SECURITIES, FOREIGN GOVERNMENT BONDS, &c., forwarded to bona fide investors on application, in addition to the high rate of interest many of the above are paying, there is now every probability of a great rise in market value.

PETER WATSON, STOCK AND SHAREDEALER,
79, OLD BROAD STREET, LONDON
(three doors only from Hercules passage, entrance to the Stock Exchange).

(Two in Cornwall and Twenty-two in London.)
Bankers: The Alliance Bank, and the Union Bank of London.
References given and required (when necessary) in all the principal towns of the United Kingdom.

THE LONDON DAILY RECORD—STOCK AND SHARE LIST—STOCK EXCHANGE SECURITIES. Published every evening at 5 o'clock. It contains the latest prices of railways, banks, mines, foreign stocks and bonds, financial, insurance, and miscellaneous shares, remarks on the daily rise and fall in prices, with advice as to purchase and sales. Annual subscription, £1 1s.; by post, £2 5s.; monthly subscription—by post, 4s.; single copy, 1d.; by post, 2d.

PETER WATSON, Stock and Sharedealer, 79, Old Broad-street, London.

MR. EDWARD COOKE, STOCK AND MINING SHAREDEALER, 76, OLD BROAD STREET (and Mining Exchange), LONDON, E.C.

Is a SELLER or BUYER of Shares in the Van Mine, Great Rock, and Van Consols at close price. Information on these mines afforded on application.

Shares in all dividend and best progressive mines dealt in.
WEST CHIVERTON shares, as an investment, are good to buy. At current price they will pay 16 to 18 per cent. per annum.

References given.
Price-list sent free on application.

Bankers: Alliance Bank.

MR. W. H. CUELLO, No. 42, CORNHILL, LONDON, E.C. BUSINESS in Drake Walls, Chiverton, and Camborne Vein.

MR. WILLIAM SEWARD, STOCK AND MINING SHARE BROKER, 19, THROGMORTON STREET, LONDON, E.C. Every description of shares BOUGHT and SOLD at the best market prices.

MR. HENRY MANSELL, STOCK AND SHAREDEALER, 1, PINNER'S COURT, OLD BROAD STREET, LONDON.

MATTHEW GREENE, STOCK AND SHAREDEALER, 14, PINNER'S HALL, OLD BROAD STREET, LONDON, E.C. Bankers: Bank of England.

SPECIAL.

MATTHEW GREENE has been conducting mining operations in the "Van District" for some years past, and is well acquainted with all the mines in the neighbourhood. Every information he has had concerning the "Van Mine, Van Consols, East Van, Aberdaunt, and South Van." Intending investors will do well to consult M. G. before embarking in any of the many mines which are being offered at fabulous prices, which are certainly highly speculative, as no mining work has been done, or any preparations made for working them. Large sums of money are being made in this district, and without proper caution and good advice, large sums of money will be lost.

MR. C. A. POWELL, BRITISH AND FOREIGN STOCK AND SHAREDEALER, No. 1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.

BUYER or SELLER of every description of negotiable securities at current market prices net.

Mr. POWELL is in a position to deal at close prices in the principal gold shares.

WANTED.—AN OFFER for 100 St. Just Amalgamated.
SPECIAL BUSINESS in Brynpostig, Mid-Wales, Holmshush and Kelly Bray United, Prince of Wales, Great Vor, North Treskerby, Van, Van Consols, and Calbeck Fells.

References exchanged.
July 2, 1869. Bankers: City Bank, Finch-lane.

MR. E. J. BARTLETT, STOCK AND SHAREDEALER, No. 30, GREAT ST. HELEN'S, LONDON, E.C.

SPECIAL BUSINESS in South Merilyn, West Godolphin, North Treskerby, Calbeck Fells, Bryn Gwlog, Van, Van Consols, Frank Mills, West Caradon, Great Rock, West Prince of Wales, Royalton, North Jane, Great South Chiverton, Taquaril Gold, Don Pedro, Frontino, and Great Western Mine shares.

Selected list of mine shares for investment or speculation forwarded upon receipt of two stamps.

BUYER of Great South Chiverton, South Merilyn, Frank Mills, and North Treskerby shares.

MESSRS. J. HUME AND CO., STOCK AND SHAREDEALERS, 74, OLD BROAD STREET, LONDON

Publishers of "THE INVESTMENT RECORD AND MINING REVIEW," which contains particulars of Van Lead Mine, Van Consols, Great Rock, &c.

A list of Dividend Mines, paying 10 to 30 per cent. on the price of shares.

GREAT ROCK.—An important additional discovery has been made in this mine. Particulars on application. Shares are still advancing.

H. and Co. For particulars, prospects, and price of shares, apply to

SPECIAL BUSINESS in Don Pedro, Chontales, Taquaril, Anglo-Brazilian, Rossa Grande, Prince of Wales, &c.

Business transacted in all shares at net prices, including a small commission.

Bankers: The London Joint-Stock Bank.

WALTER TREGELLAS, 122, BISHOPSGATE STREET WITHIN, LONDON, E.C., DEALS in all STOCKS AND SHARES

either for cash or the fortnightly settlement.

W. T. is always in a position to do business in the Brazilian Gold Mines.

W. T. has SPECIAL BUSINESS in Taquaril Gold Mine (7s. 6d. and 10s. paid) shares, which he confidently recommends to his clients as a first-class investment; the latter are not likely to have any further calls.

W. T. still recommends his clients to purchase shares in the Van Mine, which are still much below their real value.

Bankers: The Alliance Bank.

MR. T. P. THOMAS, MINING AGENT AND SURVEYOR, 77, OLD BROAD STREET, LONDON.

Lead Mining in the counties of Cardigan and Montgomery has lately been very successful, and likely to continue so. Mr. T. P. THOMAS having a thorough knowledge of these districts is at all times prepared to make selections for investors.

Third Edition, Price One Shilling; post-free, fourteen stamps.

MINING FIELDS OF THE WEST: A PRACTICAL EXPOSITION OF THE PRINCIPAL MINES AND MINING DISTRICTS OF CORNWALL AND DEVON. Published by CHARLES THOMAS, At No. 3, Great St. Helen's, London, E.C.

MR. CHARLES THOMAS, MINING AGENT, GENERAL SHAREDEALER, AND AUCTIONEER, 3, GREAT ST. HELEN'S, LONDON, E.C.

IMPORTANT PUBLIC NOTICE.

MESSRS. SHARP AND CO., 33, POULTRY, LONDON, E.C., beg to CAUTION their CLIENTS and the PUBLIC against a DISHONEST "SYSTEM" now in practice by "CERTAIN PARTIES," who advise the sale of good stock in exchange for very questionable shares in which there is no market.

SHAREHOLDERS in the FOLLOWING MINES should be on their guard against the above "unprincipled system":—

West Wheal Soton.	"Nanglies."	"East Chiverton."
Wheal Soton.	"Wheal Ida."	"Great Rock."
Trumpet Consols.	Wheal Jane.	West Chiverton.

TO CAPITALISTS AND INTENDING INVESTORS.— DIVIDENDS 10 TO 25 PER CENT.

The following shares may be considered safe investments, and are well worth attention at the present time:—

Name of mine.	Selling price.	Present dividends.	When payable.	Interest on outlay.
Trumpet Consols	£ 24 0 0	£ 0 14 0	Quarterly	21 1/2%
Ding Dong	26 0 0	1 10 0	Quarterly	23
Wheal Jane	45 0 0	1 10 0	Two-monthly	20
West Wheal Soton	185 0 0	5 0 0	Two-monthly	16 1/2%
Wheal Mary Ann	15 0 0	0 15 0	Quarterly	20
West Chiverton	47 0 0	2 0 0	Quarterly	17
Dolcoath	125 0 0	3 0 0	Two-monthly	14 1/2%
Great Laxey	19 10 0	0 10 0	Quarterly	10 1/2%
Tincroft	17 0 0	0 10 0	Quarterly	11 1/2%
Providence	36 0 0	1 10 0	Quarterly	16 1/2%
Wheal Kitty (St. Agnes)	5 5 0	0 5 0	Quarterly	19
Marke Valley	8 10 0	0 5 0	Quarterly	19
Herodsfoot	44 0 0	1 10 0	Four-monthly	10 1/2%

MESSRS. SHARP AND CO., Stock and Sharedealers, 33, Poultry, London, will be happy to receive orders in any of the above and other Stocks and Shares.

Messrs. SHARP AND CO. have SPECIAL BUSINESS in the following shares:—

Van.	East Chiverton.	Great Rock.
Van Consols.	Nanglies.	Wheal Trelawny.

GREAT ROCK MINE (LIMITED), in 3000 shares, £4 paid.

A new discovery has taken place; 3 feet from surface rich lead ore has been found. This is a most valuable property, and promises to become very rich. Shares remain firm at £4 to £4 1/2 each, and will, no doubt, go to £12 or £15 in a short time. We believe it will prove a lasting dividend mine, and shares gradually rise to £20 or £30 each. Holders should beware of false reports and certain parties, who for the sake of getting an order will advise a sale.

MESSRS. SHARP AND CO., 33, POULTRY, LONDON, E.C.

Established 1852.] Bankers: London and Westminster, Lothbury, E.C.

MR. HENRY MORDAUNT, STOCK AND SHAREDEALER, 20, THREADENEEDLE STREET, having had many years experience in the market is PREPARED TO ADVISE and DEAL in all Mining, Miscellaneous, and Stock Exchange Securities, at the lowest market prices. The following mines deserve attention:—

East Rosewarne	£ 7 1/2 to £ 8 1/2	East Carn Brea (call	
Butler	13 to 15	paid)	5s. to 7s. 6d.
North Treskerby	11s. to 13s.	Prince of Wales	23s. 6d. to 24s. 6d.

The standard for copper ore is up £1 15s., causing a demand for many shares.

MR. W. H. LANYON, (Late of Kennall Gunpowder Company) GUNPOWDER MERCHANT, TRURO.

MR. J. B. REYNOLDS, 70, BISHOPSGATE STREET WITHIN, LONDON, E.C.

MR. JOHN MOSS, STOCK AND SHAREDEALER, ST. MICHAEL'S CHAMBERS, 42, CORNHILL, E.C.

Business as BUYER or SELLER in Frontino, Chontales, Don Pedro, General Brazilian, and Taquaril Gold shares.

Bankers: City Bank, Finch-lane, E.C.

BARTLETT AND CHAPMAN'S "INVESTMENT CIRCULAR AND FINANCIAL RECORD" (Published on the first Wednesday in each month)

Comprises—A Comparison of the Safety and Profit of English and Foreign Loans, a Comprehensive Review of the Stock, Share, and Money Markets for the preceding month; an Enumeration and Comparison of the Whole Circle of Investments; and Valuable Suggestions for Purchase or Sale.

WE have for the past two years drawn particular attention to this mine, and have strongly advocated the purchase of shares. Those who acted upon our advice will now reap the profit, and as the prospects are rapidly improving, we with equal confidence recommend their immediate purchase. The shares must further and considerably advance in value, as the lode in the rise above the 50 produces 1 1/2 ton of lead per fathom, and the 50 end 1 1/4 ton per fathom. Splendid piles of lead are being raised, which will soon be got ready for the market. No time should be lost in the purchase of shares.

BARTLETT AND CHAPMAN, Stock and Sharedealers, 36, Cornhill, E.C.

LEAD MINES AS AN INVESTMENT. Now ready, by J. H. MURCHISON, Esq., F.R.G.S., THE SECOND EDITION OF

THE "LEAD MINES OF CARDIGANSHIRE AND MONTGOMERYSHIRE"—districts comprising VAN, DYLLIFE, LIS- BURN, EAST DARREN, SOUTH DARREN, CEFN BRYWYO, and other important mines. With a MAP, showing the position of the different Mines, arranged and drawn specially for this Pamphlet.

This edition is revised, with additional remarks, and more mines represented on map. Price 1s.

S. Austinfriars, London, E.C.

THE MINING ATLAS. MR. SPARGO'S MINING ATLAS is NOW READY.

Issued in numbers, 1s. each, the first of which can be obtained at the Mining Journal Office, 26, Fleet-street; and at 224 and 225, Gresham-house, Old Broad-street, E.C.

INVESTMENT.—MESSRS. TREDINNICK AND CO. are instructed to OFFER FOR SALE ONE MOIETY of a COPPER MINE of great promise—say, 10-20ths—at £200 each; 10 per cent. payable on application. 40 per cent. on approval of the applicant, and 50 per cent. at the expiration of three months. As this is a rare opportunity for profitable and bona fide invest- ment, none need apply who prefer market gambling in shares to substantial gains and dividends from legitimate mining.

Crown-court, Threaddneedle-street, London, E.C.

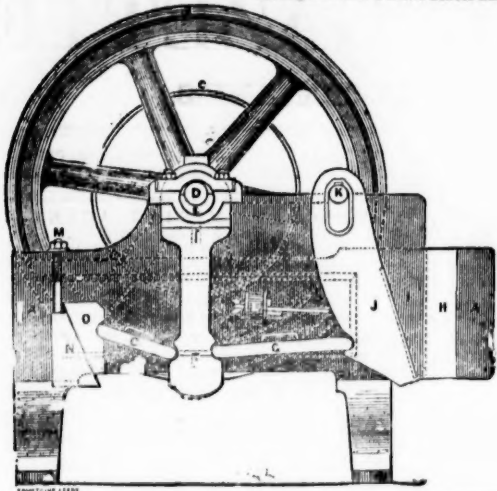
MR. THOMAS THOMAS, ASSAYER, &c., COPPER ORE WHARVES, SWANSEA.

IMMENSE SAVING OF LABOUR. TO MINERS, IRONMASTERS, MANUFACTURING CHEMISTS, RAILWAY COMPANIES, EMERY AND FLINT GRINDERS, MCADAM ROAD MAKERS, &c., &c. **BLAKE'S PATENT STONE BREAKER,**

OR ORE CRUSHING MACHINE,

FOR REDUCING TO SMALL FRAGMENTS ROCKS, ORES, AND MINERALS OF EVERY KIND.

It is rapidly making its way to all parts of the globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, Brazil, and throughout the United States and England. Read extracts of testimonials:—



The Parys Mines Company, Parys Mines, near Bangor, June 6.—We have had one of your stone breakers in use during the last twelve months, and Captain Moreom reports most favourably as to its capabilities of crushing the materials to the required size, and its great economy in doing away with manual labour. For the Parys Mining Company, JAMES WILLIAMS.

H. R. Marsden, Esq.

Ecot Emery Works, Manchester.—We have used Blake's patent stone breaker made by you, for the last 12 months, crushing emery, &c., and it has given every satisfaction. Some time after starting the machine a piece of the moveable jaw was about 20 lbs. weight, chilled cast-iron, broke off, and was crushed in the jaws of the machine to the size fixed for crushing the emery. For the Parys Mining Company, THOS. GOLDSWORTHY & SONS.

H. R. Marsden, Esq.

Alkali Works, near Wednesbury.—I at first thought the outlay too much for so simple an article, but now think it money well spent. WILLIAM HUNT.

Welsh Gold Mining Company, Dolgelly.—The stone breaker does its work admirably, crushing the hardest stones and quartz. WM. DANIEL.

Our 15 by 7 in. machine has broken 4 tons of hard whinstone in 20 minutes, for fine road metal, free from dust. Messrs. OAD and MADISON, Stone and Lime Merchants, Darlington.

Kirkless Hall, near Wigan.—Each of my machines breaks from 100 to 120 tons of limestone or ore per day (10 hours), at a saving of 1d. per ton. JOHN LANCASTER.

Ovoca, Ireland.—My crusher does its work most satisfactorily. It will break 10 tons of the hardest copper ore stone per hour. WM. G. ROBERTS.

General Frémont's Mines, California.—The 15 by 7 in. machine effects a saving of the labour of about 30 men, or \$75 per day. The high estimation in which we hold your invention is shown by the fact that Mr. Park has just ordered a third machine for this estate. SILAS WILLIAMS.

For circulars and testimonials, apply to—

H. R. MARSDEN, SOHO FOUNDRY,

MEADOW LANE, LEEDS,

ONLY MAKER IN THE UNITED KINGDOM.

CAUTION!

BLAKE'S PATENT STONE BREAKER,

In Chancery.

BLAKE v. ARCHER, NOVEMBER 12, 1867.

His Honour the Vice-Chancellor Wood having found a VERDICT in FAVOUR of the PLAINTIFFS in the above Cause, establishing the VALIDITY of BLAKE'S PATENT, and made a DECREE for an INJUNCTION to RESTRAIN the DEFENDANTS, Messrs. THOMAS ARCHER and SON, of Dunston Engine-Works, near Gateshead-on-Tyne, from INFRINGING such PATENT, and ordering them to pay to the Plaintiffs the costs of the Suit.

ALL PERSONS are hereby CAUTIONED against MANUFACTURING, SELLING, or USING any STONE BREAKERS similar to BLAKE'S, which have not been manufactured by the Plaintiffs. Application will forthwith be made to the Court of Chancery for INJUNCTIONS AGAINST ALL PERSONS who may be found INFRINGING BLAKE'S PATENT after this notice.

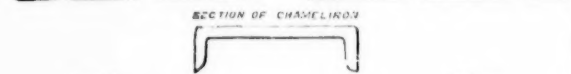
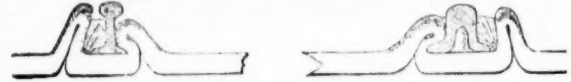
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MINING PROPERTIES INSPECTED AND REPORTED ON.

WILTON'S MATHEMATICAL INSTRUMENT ESTABLISHMENT REMOVED

from St. Day to A. JEFFERY'S, CAMBORNE.

Original Correspondence.

ON THE UTILISATION OF WASTE COAL.

SIR.—My suggestion is to use it for agricultural purposes, which can be done at a comparatively small cost, by burning it with the soil, in the manner hereafter stated. It is well known that coal contains much ammonia, and clayey soils great acidity; the ammonia would neutralise the acidity, and render the soil productive; the heat would destroy all the roots and seeds of weeds, and also wire-worms and other noxious insects; thereby less seed would be required when sown. The residuum of the coal and charred soil would disintegrate the soil generally, and render it more friable and porous to nourish the seed, so that half-a-bushel of seed would be sufficient for an acre, where now often two and three bushels are sown, with the view to allow for destruction by wire-worms and other insects. The seed saved would pay the expense of labour; and if the waste coal sold at 2s. per ton, would be cheap to the farmer, and a great profit to the mining proprietor, who is now annoyed by its incumbrance. My plan for using the waste coal is to place it in continuous rows, about 3 yards apart, sufficient to make a fire with a little straw and brushwood; as the fire burns the soil should be carefully thrown on, a little at a time, so as not to extinguish it, the fire to be continued for several days with attention. The rows being near each other, the soil could be thrown right and left without further labour than men are capable of without the use of wheelbarrows to remove it. When the fire is all burnt out the remains should be spread equally, and the land ploughed into bouts or ridges (shapes most approved), with a shallow furrow, separating each ridge or bout with a deep furrow, for drainage, the seed sown, and harrowed in with a light harrow. A crop will follow better than what is obtained by guano, and the land will not require further dressing for three crops, whereas guano serves only for one, and often not that, and is very expensive. The quantity of coal for an acre should not be less than 10 tons—more would be better. Many farmers object to thin sowing, but I have proved it best, having grown wheat, barley, and oats, by dibbling them, some each 6 inches apart, and others 1 foot; the latter proved the best crop, many seeds yielding 25 to 70 stems and ears each, and so tillered out that the land was covered entirely, and the grain of fine quality. But on stiff soils dibbling is not practicable, particularly in wet weather, therefore I recommend sowing thinly instead, which will be found to answer well, hoping to find that some judicious farmers will try the plan, when I feel sure others will soon adopt it, and ultimately the reduction of waste coal will be effected, and great benefit accrue to the miner, the farmer, and the country. At a future time I hope to suggest another means of consumption, which will be found beneficial to all classes of society. J. ROBERTS.

Cranmer-road, North Brixton, July 1.

THE IMPROVEMENTS IN SAFETY-LAMPS.

SIR.—In all the reports of discussions and meetings on the Mines Regulation Bill, now before Parliament, one important question seems to be ignored—the question of how far our present Miners' Safety-Lamps are reliable safeguards, and what improvements have been made in them? It is a mistake to suppose that Sir H. Davy either thought or said that his lamp was perfectly safe, for he warned those using it that it was only a perfect safeguard so long as the fire-damp in which it was exposed remained still, or nearly so, and that if ever it met an inflammable current travelling at more than 8 feet per second the result in a short time would be an explosion. After the Wallsend explosion, in August, 1818, which is set down on personal evidence as "an explosion from a Davy lamp," all these lamps were provided with tin shields, which at the time it was thought would greatly reduce the risks of explosion; this notion, however, has since been abandoned. There have been many accidents since that, which are, probably, attributable to the over confidence placed in the Davy, &c.; and in several cases the evidence of those present at the moment of explosion has been forthcoming, and they have borne their dying testimony to the fact that the lamps they were using passed the flame to the surrounding deadly atmosphere; and in other cases, fatal to all in the pit, the lamps have been found *uninjured*. The number of cases resting on evidence so strong is at least ten, and with the number where probabilities point strongly in that quarter it is much greater, or as one gentleman says, in giving parliamentary evidence, 1852:—"There are very numerous instances of accidents taking place that we could attribute to nothing else." Of late years the question has excited great interest among the leading mining engineers of the time, and experiments have been instituted in several places, from which many useful lessons have been learned, and which have confirmed experience and the researches of Sir H. Davy.

The North of England Institute of Mining Engineers state the results of their numerous and excellently conducted experiments as follows:—"An inflammable mixture of pit-gas and air moving at the rate of 8 ft. per second, against a stationary Davy lamp, without a shield, will explode in a few seconds; the addition of an ordinary shield to a Davy lamp is of little benefit; and that the Clanny and Stephenson explode at 9 ft. per second." A current of air of 8 or 9 ft. per second is of common occurrence in mines, being only 5½ miles per hour; moreover, a lamp moving against a current would have the same effect as an augmentation of that current; therefore, a man walking against a current at a rate of 3 miles per hour leaves only 2½ miles velocity of current to make the danger perfect. The above statement of results of experiments will show how little warning a man may have—only a few seconds—which in many cases is utterly inadequate for him to secure safety. I will again quote the words of the above-named Institute of Engineers:—"With regard to the safety-lamp report, they (the council) consider nothing has been so conducive since the invention of the lamp itself to the safety of the miner. It has pointed out the weak points of this valuable invention, and has shown how the same may be remedied, so that the miner's lamp may be in reality and effectually that which before it was only partially and nominally—a safety-lamp, under all the ordinary circumstances induced in mining operations." This will serve to show the importance attached to the question by the mining profession, who of all men are, perhaps, the most likely to appreciate the value of a safety-lamp under all the "ordinary," &c.; yet the phrase "under all the ordinary circumstances" is far from satisfactory. First, it is not an ordinary occurrence in well ventilated and well managed mines for a fire to be present at all, therefore a lamp to meet these ordinary circumstances might be a candle. A miner who provides for his safety only "under ordinary circumstances" would be very much like a sailor who on going a voyage prepared only for a fair wind and smooth seas; and if it be true that "a few seconds only" are necessary to take away the safety of the miners' friend, in how much more precarious a position is he placed than the mariner? That we may never be able to provide by means of safety-lamps, or any other means, against all the contingencies of mining operations does not in the least reduce the obligation of all parties to do what can be done to secure the greatest safety of life and property which science can offer. And it is now a fact that there are lamps in use at some collieries (and, therefore, the objection of impracticability cannot be urged against them, nor that of expense, for they are as cheap as those now in general use) which have been experimentally exposed to, and will safely bear, velocities of even 50 or 60 ft. per second; and as the generating pressures are as the squares of the velocities produced, the safety of a lamp whose exploding point is 8 feet per second is to the safety of a lamp whose exploding point is undetermined, but must exceed 50 ft. per second, in the minimum ratio of 64 to 2500, or the latter is 40 times safer at least. A velocity of 50 ft. per second is not found in the "ordinary circumstances" of a mine, but may probably be produced for "a few seconds" by a sudden outburst of gas from many causes; yet, extraordinary as this may be, and seldom as it may occur, it is the time when a safe lamp is most needed—it is just the time when neither ventilation nor discipline can much avail the miner or the mine owner; and, as the late Mr. Thomas John Taylor said, "to depend on mere ventilation in encountering so powerful an agent is only an abuse of a very excellent principle. We require a further security, and that security must rest at present upon the universal employment of the safety-lamp in our deep and fiery mines;" and if a safe lamp is to be used, why not have one "in reality and effectually a safety-lamp," when its use entails neither trouble nor expense; and is it not evident that it would

be an unmixed good both to miner and mine owner, and be the means of saving much life and property? Could not Parliament order every description of lamp proved practically useful to be registered with its own proper degree of safety in currents of gas?

It is somewhat strange that while Government Inspectors, miners' agents, and the Mining Association differing on some points, and agreeing that the miner must be made as safe as possible, yet all overlook this question, which deals with his safety when all other resources are powerless. We hope this communication may open the way for abler pens.

MONROE ET MUNIO.

P.S.—I see *La Houille*, in remarking on the late explosion in the Montserrat Pit, near St. Etienne, where all those in the pit perished, but the whole of the lamps were found *uninjured*, intimates that had the Meuseler lamp been in use instead of the Davy this would not have happened. I beg, for *La Houille*'s information, to state that the Meuseler has been tried, and found wanting. See "Transactions of the North of England Institute," Part I., Vol. XVII.: "A Meuseler lamp passed the flame as easily as a Davy lamp"—at 8 feet per second.

FAHLERZ AS A SILVER ORE IN ENGLAND.

SIR.—I noticed a short time ago in the *Mining Journal* a paragraph in which allusion is made to the results obtained in my laboratory, where a great many analyses of fahlerz have been recently made—that is to say, during the last seven or eight years. I may, perhaps, be allowed to add a few words upon this interesting mineral, in the working of which I am, unfortunately, not interested at all. The specimens which have been submitted to more or less complete analysis during the above-mentioned period have come to me from various parts of the world—the greater number from Cornwall, some from Germany, and some from Mexico, &c. The results obtained confirm most completely Prof. Dana's classification of fahlerz into the three following varieties:—

- 1.—That which contains a considerable amount of silver.
- 2.—That which contains less than 1 per cent. of silver; and
- 3.—That which contains mercury.

I may state at once that all the English specimens I have examined were the produce of mines in active operation, and not chosen specimens. The fahlerz in them was accompanied by copper pyrites, carbonate of iron, and quartz—rarely with some blende; and, although every sample, without exception, yielded a notable amount of silver (from 13 ozs. to 80 ozs. per ton), none of them approached the composition of the argentiferous ore described by Dana as having been found in Cornwall, to which he assigns the composition: Silver, 72.01 per cent.; copper, 3.36 per cent., &c., and which appears to be a true polybarite. The result, of course, refers to the pure mineral. None of the Cornish specimens I have examined appear to contain this richest kind of ore approaching polybarite; nevertheless, there is no doubt that both polybarite and pyrrargyrite have been found in Cornwall. I have carefully tested the Cornish fahlerz for mercury, but without finding the slightest trace. The experiment was made upon the mixed produce of various lodes, and I think it very probable that fahlerz yielding about 0.2 per cent. of silver (that is, belonging to Dana's second division) never passes into mercurial fahlerz, at least in England. The quantity of antimony is usually much larger than that of arsenic, and there is usually from 2 to 6 per cent. of zinc. Near Lostwithiel the fahlerz appears to pass into copper pyrites, or the copper pyrites into fahlerz, for though separate at one part of the lode, in another they are intimately associated, and mixed with an abundant quantity of cream-coloured spathic iron. In my mineralogical excursions on the Continent I have never had the opportunity of visiting a regular fahlerz mine; but I noticed that some copper pyrites mines in the Hartz district, Waldeck, &c., are totally devoid of grey copper. In Cornwall the metalliferous parts of the fahlerz lodes are not very thick; there is often abundance of vein stone (quartz and spathic iron), and the fahlerz vein goes straggling on probably for miles, without bulging out into nests or bunches of ore (as is the case with copper pyrites), sometimes dwindling to a mere thread, and then often replaced abundantly by copper pyrites and spathic iron ore. I may also state that I have never yet met with a specimen of fahlerz ore that did not yield some silver to analysis. I recollect one sample in particular, a kind of argillaceous gossan, in which not a particle of any metallic mineral could be distinguished, even by the aid of a powerful lens, and yet I found that this specimen yielded 13 ozs. of silver to the ton. It was from this outcropping portion of a lode which, some 60 fms. deep, contained abundance of ore, yielding 0.2 per cent. of silver.

In conclusion, I quote a few results of analysing English fahlerz, chosen from a very considerable number. I have selected purposely some of the richest and some of the poorest results:—

I.—RICHEST SAMPLES.		
Silver, 51½ ozs.	Silver, 75½ ozs.	Silver, 57½ ozs.
Copper, 20.8 per cent.	Copper, 25.6 per cent.	Copper, 20.18 per cent.
Silver, 70 ozs.; copper, 14.4 per cent.		

II.—POOREST SAMPLES.		
Silver, 20 ozs.	Silver, 14 ozs.	Silver, 46½ ozs.
Copper, 12 per cent.	Copper, 7.20 per cent.	Copper, 9.45 per cent.

All these are Cornish specimens. In many cases, both at home and abroad, where copper pyrites is mined, and a few grains of grey copper ore are occasionally seen, it is often passed over unheeded, even though the quantity of silver present would probably double the value of the mine.

T. L. PHIPSON, Ph.D., F.C.S.

Laboratory of Analytical Chemistry, Putney, S.W., June 29.

BRIDGE-RAILWAYS, AND TUNNEL-RAILWAYS.

SIR.—My attention having been called to a statement which has appeared in the newspapers that a deputation of the promoters of the proposed tunnel under the English Channel have waited upon the President of the Board of Trade to ask for a Government guarantee on a sum of two millions sterling, for the purpose of making experiments as to the practicability of such a means of communication with the Continent, and have represented to Mr. Bright that a commission of scientific men have reported in favour of the scheme, and that the French Government are waiting to see what action the English Government would take in the matter, I think it may duty, on behalf of the Anglo-French Railway Bridge Company, to state that I have never heard that such is the case; on the contrary, I am led to believe that the sympathies of His Imperial Majesty the Emperor of the French are with the company which I represent.

It is possible the Commission may have recommended that the proposed experiments should be made, but it is quite certain that the Emperor has, personally and uninvited, been to inspect the progress of the experiments now making, without Government aid, by the Anglo-French Railway Bridge Company, and that he expressed himself, after a lengthened examination of the details, much pleased with what he saw. It is obvious that His Majesty must feel great interest in the success of this grand undertaking.

The system of bridge building proposed by M. Bontet has been so far proved that two bridges have been built in France on his principle, and a bridge, with two spans of ½ mile each in length, is in contemplation near St. Malo, the viaduct being ½ mile in length.

These experiments have been made with money subscribed by English and French believers in the practicability of M. Bontet's system, and, until it has been shown that their belief is unfounded, I submit that the promoters of a rival scheme ought not to receive Government assistance to enable them to do that which the Anglo-French Railway Bridge Company have done, and are doing, at their own expense.

HENRY STREED, Sec.

P.S.—Since writing the foregoing I have read a copy of the report of the French Commission above referred to, and it is, so far as three of the commissioners out of the six are concerned, decidedly unfavourable to the tunnel project, and, as regards the other three, their recommendations are considerably qualified.

THE DOVER CHANNEL TUNNEL CROSSING.

SIR.—This important subject is now becoming one which absorbs the general attention not only of Englishmen, but of the world at large, as an object of interest to "One and All," for a general good and permanent advantage in the advancement of peace and commercial civilisation. Nearly fifty years have been expended in endeavouring to prove indisputably that England's main prosperity and success may be best secured and maintained by a commercial peaceful union with continental nations, and more particularly with France, as our nearest neighbour and friendly co-operative ally. One of the most probable modes of realising these happy ideas will be found in the propositions which have from time to time been suggested for uniting England and France by a submarine tunnel communication, so as to link and tie England and France and European and Asiatic continents in one great bond of peace, unity, and advancement.

In the year 1856 I was favoured by the insertion of an article in the *Mining Journal*, which was copied into the *Times* and *La Presse*, for a proposed submarine tunnel from England to France, which proposition had then a divided opinion of praise and ridicule—the praise moderated by an idea that it was premature as a project in advance of time, whilst the ridicule merged into abuse of the principle, by assuming that the project was incapable of realisation. Fourteen years of patient waiting, with perseverance and attention to the subject, have now proved that not only is the plan and project possible and feasible, but it is actually necessary for the interests of the world at large. I do not

presume to state that I alone have been the pioneer or advocate of this great project, by which England and the Continent, India, China, Japan, and Russia will be brought nearer together, for mutual benefit and permanent advantage—for there are many scientific and practical patriotic men who have combined and aided in the endeavour to effect this great good; but I do contend for, and maintain that I (with them) have, a right and claim to be fairly and honestly tried by a committee of disinterested practical men, as investigators of the best possible modes and methods of accomplishing the work, as it now appears that, by a combination, or quadruple alliance, of four engineers, the unaided and self-produced ideas of one practical man (myself) are to be overwhelmed, and set aside—or (if it suits their purposes) my ideas and plans may be unceremoniously adopted and appropriated by them without even recognition. This may be considered might, but, in the cause of all that is true and just, can it be called Right? All I ask for is a fair and open field, and no favour, for my plans and suggestions; and if better than mine are proved to be really deserving, then let such superior plans be honourably decided on and adopted.

S, Culmore-terrace, Old Kent-road, June 30.

W. AUSTIN, C.E.

GOLD FIELDS OF NOVA SCOTIA.

SIR.—Although gold mining operations are now very limited, it will be seen by the subjoined summary for the month of May that the results are by no means insignificant, and that were the industry prosecuted with vigour and extensiveness it would not be long in attracting the attention of European investors. In fact, a London company, called the Westminster, is already asserted to be organised for working the property at Laurencetown, reported upon early in the year by Mr. Robinson, C.E. There is some hitch, however, at the last moment, for, although the transfer of title to English holders has been registered at the Mines Department, the former lessees refuse to give up possession to the new company's agent. Mr. F. N. Gisborne, mine agent for the Nova Scotia Government, who is now here, has also applied to the Legislature for a Charter of Incorporation on behalf of English adventurers, who propose to raise 100,000£, for the purchase of dividend-paying gold mines in this province, and then developing them on a more extended scale. The Ophir at Renfrew, the Uniacke at Uniacke, and the Burkner at Waverley were the properties spoken of as likely to be acquired if the company is ever floated. Another party from London, who was in treaty for the West Lake, Queen, and Brunswick Mines at Uniacke, and the Caledonia at Oldham has backed out, so that the field is again open to private speculators. Mr. Gisborne's company is styled the Great Consolidated Gold Mining Company of Nova Scotia. The following notes explain themselves.

SHERBROOKE.—This district furnished 550 ozs. in May, of which 270 ozs. were from the Wellington, and 280 ozs. from the Dominion Mine. The latter is crushing 18 ft. of vein stuff, and obtains an average of more than half-an-ounce to the ton. The Cobourg, Canada, Crescent, Meridian, New York and Sherbrooke, Woodbine, and Caledonia are all operating in a small way, but hopeful of better results as developments progress.

WINE HARBOUR.—Important discoveries have been made in the Napier Mine, which promises to be one of the most valuable, as well as best-planned, mines in the province: 80 ozs. of gold is all that has been reported from the developed mines in this district.

ISAACS' HARBOUR.—The Mulgrave property has been put up to auction, and bought in by the president of the company, Mr. Allan, of the Montreal Steamship Company, who was the principal shareholder. The much-valued alluvial washings, after a thorough trial with sluices by an old Colorado miner, have been abandoned because unremunerative. The district reports 44½ ozs. from 71 tons of quartz.

TANGIER.—The only operating company is the Strawberry Hill, which returns 85 ozs. 16 dwts. from 166 tons.

WAVERLEY.—Though now worked on a very limited scale, this mine is doing comparatively well, and some recent discoveries on the Burkner, Boston and Nova Scotia, and De Wolfe properties revive confidence in its future. The May return is 48½ ozs.

OLDHAM.—Four small properties here, worked on tribute, produced 95 ozs. 17 dwts. 22 grs. from 118 tons of ore—a very satisfactory yield for the amount of work performed.

RENFREW.—The Ophir Mine, as usual, contributed the largest bar—one of 240 ozs.; but the Colonial, a recently-opened mine, added 15 ozs. 15 dwts. 8 grs. from a crushing of 77 tons.

UNIACKE.—The Uniacke Mine heads the list with 131½ ozs. from 233 tons. This is a steady yielding and important property, which if worked on a large scale would make correspondingly large returns. The Montreal Mine is now opening a lode 19 ft. in width, which gives a return of 4 to 5 dwts. per ton. The last results were 38½ ozs. from 172½ tons. The Central Company reports 7 ozs. 19 dwts. from 11 tons; the Queen Company, 17½ ozs. from 22 tons; and the North St. Laurence Company, 3 ozs. 18 dwts. from 8 tons. The only other property worked is that of the Toronto Company, which is merely an exploration at present, but on which a lode 12 in. in width, of remarkable richness, was discovered last week.

MUSQUODOBOIT.—The Hyde, late Burnett, property is still reported well of. Mr. Burkner's small (5 in.) lode still preserves its character for exceptional richness, and his large lode is now 25 ft. wide—in fact, the largest yet worked in the province. It can be raised and milled for less than \$3, and is estimated to yield about \$7 per ton.

GOLD RIVER.—The Gold River Exploration Company, directed by Mr. Auguste Michel, are the only present workers in this district. The other holders of property are chiefly persons whose means are more limited than their faith in the value of their claims. Should Mr. Michel succeed in establishing the exploitable character of the alluvians of this field, a new direction will be given to the enterprise of goldseekers throughout the country.

INDIAN PATH.—This district, which, as sometime ago stated, owes its development to the energy of a couple of young Englishmen and a native pioneer miner, contains many large lodes, holding fine gold. The results are of an encouraging character, but not sufficiently remarkable to have attracted other adventurers to the ground.

FIFTEEN MILE STREAM, BEAVER DAM, and ECUM SECUM (or, as at one time it was nick-named, "He come, seek 'em; no find 'em") are still favourably spoken of by old miners, but the first-named district is suffering from the disadvantage of being inaccessible for want of a road.

Halifax, N.S., June 18.

ACADIENSIS.

SUCCESSFUL MINING IN DEVON AND CORNWALL.

SIR.—In a late issue of your valuable Journal, under the above heading, I was much struck with the statements there made, as I had some five years since passed through some portion of the neighbourhood, and from observations then made I concluded that Holmush, and that immediate neighbourhood, was finished as to mining. Being curious to know for myself more of the facts—deeply feeling for the interest and revival of legitimate and true mining in the United Kingdom, as all true Englishmen ought—I have been spending some days in the locality and surrounding neighbourhood, and I need not say I am pleased to confirm all that has of late been stated in the Journal as to HOLMBUSH and KELLY BRAY. As I entered upon the ground at Holmush, and beheld the powerful engine performing its work, and the whole place teeming with life and industry, the old burrows yielding up its hundreds of tons per month of once discarded, but other property worked is that of the Toronto Company, which is merely an exploration at present, but on which a lode 12 in. in width, of remarkable richness, was discovered last week.

PRINCE OF WALES.—Here I found a young mine being vigorously worked, but as yet not productive, situated on the southerly side of Kit Hill, on lodes which show rich backs, making into most congenial and true kills. The proprietors (who are mostly, if not entirely, residents in the neighbourhood) are expecting a large return upon their outlay, and I must say, they have substantial reason for their faith, provided good management, &c., as now and heretofore, be continued there.

PRINCE OF WALES.—Although I did not go through the entire of this mine I see no good reason why it should not continue to prove a productive and also lasting mine. From the last-named mine I passed down to Calstock, and up the Tamar River to Okel Tor Mine, and to the mine opposite (Gawton), both of which are producing minerals, and I was informed, also, that both are improving. Thence to William and Mary, which is situated on the Tavy River. Here I found a new company had started afresh this part of the property, which was formerly a portion of Devon and Cornwall United, which in whole was some time since abandoned by the old company. It has been generally believed by close and old observers in the science of mining that the Tavy side of the property has not been fairly proved, and that success is there to be had. Thence I strolled down the beautiful shaded and verdant valley to Vicious Lady, the mine of mines. This is a highly picturesque and romantic place. This old mine has just been re-taken on lease for 21 years, and about eight weeks since work was commenced by some six men; and as it was my first visit to this property and immediate locality, I was surprised to look into and discover what I conceive to be one of the richest mineral properties I have seen in the county—more than surprised that a property so obvious as to its mineral wealth should up to this time have been so slightly developed. The deepest workings of the mine I find are only 16 fms. from surface. The workings have been on what is termed flats; I find, however, that these flats are merely outcrops of an immense gigantic lode—yes, lodes; and which are found by true indication will—or at least some three of them—come together at no great depth, and form, it is reasonable to believe, very large and extensive deposits of rich ore. I find by the fresh shade pits that have been put down upon the course of the several lodes, extending some three-fourths of a mile, they are well defined. A drive,

also, in the meantime has been extended in one of the deep adit levels some 10 fms., in rich gossan, by the side of one of the great lodes, and in the last few days the men have been cutting into and across the lode, which is rich in black and yellow copper ore, gossan, pitch, and quartz, worth for copper not less than 30s. per cubic fathom; and from my observations—and I spent much careful time underground—I believe that a much more valuable discovery will be made there within a few weeks. I was informed that all the requisite machinery would soon be erected, all of which will be driven by water-power, the power being more than ample, also very convenient to apply. I intend to spend some little time in Central, and probably also in South Devon, and if these my doings receive your notice I will with pleasure forward to you my observations on my further explorations.

OLD MAN.

LEAD AND COPPER MINING IN WALES.

SIR.—A further depression in the price of tin, and in the standard of copper ore, both at Swansea as well as in Cornwall, tells still more seriously on the very old and deep mines, particularly those yielding inferior quality ores, both tin and copper. The heavy expenses incurred in the dressing departments of inferior ores are well known to be much greater than that of rich quality ore; besides, the working charges connected with the operations in deep mines are so great, when compared with the cost in working shallow or adit level mines, where heavy pumping machinery is scarcely required; consequently, the land owners in deep mines should remember that we are told by the highest authority that by liberal things we shall stand. The half loaf, we are told, is better than having no bread, but I contend, and have invariably found, that the more liberal the grantors of mineral property are the greater is their reward—to wit, the Deep Level and Halkin Mines, in Flintshire. After an outlay of about 1000*l.* a year during the space of 25 years this level was abandoned; the distance driven into the mountain was nearly two miles, through hard limestone the greatest portion of the distance. A want of proper ventilation was the principal cause of the abandonment. The first lease of this property was granted to a company at 2*l.* per ton royalty, but no ore was ever found, until a new lease was granted by the late Marquis of Westminster, at 20*s.* per ton. I found the air had been pumped into the mine by means of a small water-wheel, but I immediately, on obtaining a new lease of these celebrated mines, erected a steam-engine, and exhausted the bad air, when fresh air supplied its place, and from 50 to 100 men could, in a short space of time, work with sufficient ventilation and ease. A 20-in. Cornish pumping-engine supplied the place of the little water-wheel, which I purchased of the Spearhead Moor adventurers, through their purser, Mr. Higgs, of Penzance, with other machinery, which I sent into Wales from Cornwall.

In driving the end about 30 yards only, after re-laying a portion of the rails, and altering the 4-inch air-pipes, we had the good fortune to cut a vein or lode 9 feet wide, nearly solid lead ore, and in six weeks from the day of cutting the lode we broke, dressed, sampled, and sold to Messrs. Walker, Parker, and Co., 187 tons of ore, which fetched 13*l.* 17*s.* 6*d.* per ton. On the result of this discovery our shares, 64 in number, advanced from 50*l.* original shares, to 1900*l.* per share. One firm of respectable solicitors, Messrs. Williams and Bethell, offered me, for one of their clients, the sum of 84,000*l.* for the mine. Our outlay did not exceed 3000*l.*; and about this sum also enabled the late Marquis of Westminster to realise from 50,000*l.* to 80,000*l.* per annum during the 16 years the operations were carried on in a mine a little further into the mountain than where we cut this ore. In Cornwall there is an old saying, that company after company make discoveries; the Van Mine is an example in the present day, and many others I could name. Although the Principality of Wales latterly has not been famous for its copper mines, still we have in history the great wealth realised from two mines in the Island of Anglesey. One of them is reported to have returned about 80,000 tons of the yellow sulphuret of copper ore during the long period of 50 years. And there may be other mines discovered, as we are told there is as good fish in the sea as ever came out of it.

ABSALOM BENNETT.

Norfolk-street, Strand, June 29.

LEAD MINING IN WALES—THE VAN MINE.

SIR.—In last week's Journal your Special Correspondent, speaking of the Van Mine, says—
"Upon the death of Mr. Morris it became necessary that the mine should be sold, and certainly nothing is more remarkable than that, when consequently all the leading mining engineers and mine agents of North and Central Wales were called in to consult on and value the mine, every one of them, with scarcely an exception, should have failed to appreciate its worth, or, probably to speak more strictly of the state of things at the time, its promise."

Now, as it is well known to the mining public that I reported upon the property at the time referred to, I will thank you to publish my report, which I enclose, in your next impression.

F. EVANS.

Hollywell, June 30.

Hollywell, Oct. 28.—This important mining property is situated near the town of Llandudno, Montgomeryshire; it is in the clay-slate formation, and found in one of those hills which form a range of mineral-bearing rocks, lying at the base of the Plynlimmon Mountain, and parallel to the celebrated Dylife and other mines. The lode already operated upon is the largest found in the district, and its character and value exceedingly good. It would appear that operations were first commenced upon the eastern portion of the property, high up on the hill side; the workings were not carried very deep into the lode, but sufficient was proved to induce them to drive a deep adit level from the valley about 200 fms. further west, as a better means for thoroughly proving the mine; this adit was driven a considerable distance before it reached the lode, at which point it was found very productive for lead ore. Considerable workings have been made above this level, from which 800 or 900 tons of lead ore have been sold, and there is yet a good deal of ore ground to be taken away. An engine-shaft is sunk 15 fms. below the adit level; this level is driven east 26 fms., where the lode is about 3 fms. wide, and contains rich ore throughout; this level is also driven west of shaft 27 fms.; for 22 fms. of this distance the lode shows itself rich in lead ore, and the whole width not taken down the lode carries a strong shingle on the hanging wall, and the remaining 15 fms. are driven in this shale, it being easier to open, but the indications for ore as seen by cutting the side of the level are very good, and the probability is it will produce largely when the whole of the lode is taken down, and show a continuous deposit of ore for the whole distance opened at this level, which is about 70 fms. The engine-shaft is sunk 4 fms. only below the 15, where it is reported there is a good course of ore, also a small winze is sunk 12 fms. below the level named, and this it is stated will allow the engine-shaft to be sunk dry to the same depth, the water having been cut down by that shaft. The large discoveries of ore made in the adit and 15 below resulted in the erection of a 30-in. engine, for winding, pumping, and crushing, also a 40-ft. water-wheel and crusher, with new dressing-floors, for returning the said ores; these refer particularly to the crop ore. There are also new dressing-floors in course of erection, with water-wheel, crusher, round buddles, &c., for returning the waste ore, so that the whole of the mine is now in a state of being able to come from the steps in the roof of the 15 below adit; those steps are about 60 fms. long, and from 4 to 5 fms. wide; they present such an appearance for lead ore throughout as is seldom witnessed in mining. Their present produce is about 2 tons per cubic fathom; in fact, the solid masses of ore in some parts of the steps would excite the curiosity of any visitor. The steps referred to do not represent the whole of the ore ground. There is a large portion left on the hanging and foot wall of the lode that remains for another set of steps, and to be taken away when thought proper. The yield of ore at present from these steps is from 100 to 120 tons per month, to be increased to 150 or 200 tons per month; this gives good profits—10*s.* in 1*l.* It is considered has covered the expenses on the ore raised. I should think, however, it may be raised for the future for less than that amount, and give greater profits in proportion to the ore sold. From my own examination I have every reason to be satisfied it is a very rich mine, it being plain the lode has improved from the adit level downwards, and shows the 30 prove equally rich, of which, in my opinion, there is no doubt, the returns of ore can be increased to a very large amount. The first plan of operations towards developing the mine further is the sinking the engine-shaft below the 15; it will go down through the lode, show its value, and enable anyone to decide upon a systematic plan of operations necessary for the carrying out of a great and successful mine. My opinion is the shaft may be carried down on the footwall of the lode, and the ore extracted from it without any difficulty, but this is a great many other details necessary to be taken into consideration for practical working, as before stated, can best be decided upon as the mine is opened at deeper points. The ground opened on the lode is little when compared to the extent leased to the company, which is about one mile on the line of the lode. The royalty, which is 1-14*th*, is easy, as the mine can be worked in a great measure by water machinery. There is very little water in the mine; I consider, therefore, it is most fortunate in this respect as there will be no particular charges, and the expenses will be mainly confined to raising and returning the ores. The reserves of ore in the mine are very large, and, judging from what can be seen and ascertained, they cannot be much less than 100,000*l.*—F. EVANS.

THE ALMADA SILVER MINING COMPANY.

SIR.—Will you have the goodness to correct certain inaccuracies which appeared in the report of the first general meeting of the shareholders of this company, held on June 23, as given in the *Mining Journal*? There are 7500 shares of 10*l.* each in the company, of which 4000 have been taken by the public, and 3500 fully paid up, by the vendors, and 1500 shares kept on hand until the redemption works are erected. The engineers' name is not Brydges, but Breach.

Winchester-buildings, July 1.

H. G. DENNIS, Secretary.

Messrs. Oxland and Hocking's caliche, which has been so successfully at work at Wheal Bassett for some months (a notice and description of which has already appeared), is now being carried out on a much larger scale at the Devon Great Consolidated mines, for the reduction of low produce copper ores, containing a large percentage of sulphur and arsenic. The success of this machine seems to be so far established as to lead to the supposition that it must ultimately supersede all others for the burning and calcining ores containing sulphur and arsenic.

Meetings of Public Companies.

YUDANAMUTANA COPPER MINING COMPANY OF SOUTH AUSTRALIA.

The seventh annual general meeting of shareholders was held at the City Terminus Hotel, Cannon-street, on Monday, Mr. HENRY HILLS in the chair.

The report of the directors stated that they continue to receive from the superintendent and captain statements of the permanence and persistency of the large metalliferous lode on which the workings at Blinman are situated; and they call attention to the fact reported in the last advices of a course of rich ore, 2 ft. wide, at the depth of 45 fms. The depth of the workings necessitates a small engine at the lowest level for hauling. They continue to smelt the whole produce of their work in the lode without the labour of dressing; the result is an average ore of about 12*s.* per ton. Five smelting-furnaces have been erected. An abundance of wood for fuel has been obtained, and a superabundance has been ascertained to exist, which can be delivered at under present prices. The board have had under their consideration the management of the mine by their superintendent at Adelaide, and they are watching narrowly the operations at the mine, and will continue to exercise the utmost vigilance possible, especially with a view to economical working at the mines. The hard-earned experience of all persons now connected with the undertaking, and the continual urgency of the directors for better results, are leading to increased production compared with expenditure, and the mine is regarded by miners in the colony as in a sound and prosperous condition. The directors do not, however, value any prosperity which falls short of dividend, and they will not relax in their efforts until they secure the payments of dividends at the earliest period possible. They are able to make this announcement, as they have no longer any of those financial difficulties to encounter which originated in the drought, and which, but for the loans effected to the company by one of their number, must have led to the embarrassment of the concern. The profit and loss account shows that after providing for all expenses chargeable to the year now closed a net profit has been realised of 7438*l.* 3*s.* 6*d.*, but the account is charged with 500*l.* paid to Mr. Martin for his visit to the colony in 1867, and also that an item of 134*l.* of copper is not taken credit for, which a reference to the colony will, no doubt, add to the accounts. The value of this copper, about 800*l.*, with the 500*l.* paid to Mr. Martin, would increase the profits made in the year to 8438*l.* 3*s.* 6*d.* The profit of 7438*l.* 3*s.* 6*d.* has been appropriated in the reduction of liabilities, 3086*l.* 19*s.* 3*d.*, and in increasing the assets of the company 4000*l.* 4*s.* 3*d.* The directors have the great satisfaction to state that the perpetrators of the forged telegram have (they are informed and believe) been discovered, and a prosecution is directed against them at Sydney, where the offence appears to have originated. The directors will announce to the shareholders the future progress of the prosecution.

The CHAIRMAN said he would make a few remarks upon the report of the directors, and after moving the reception of the accounts would ask the "telegram committee" to submit their report, upon which, no doubt, discussion would arise. As to the mine, which was the basis of their operations, he observed that the abundance of copper ore was gradually increasing in depth. There was no sign of any falling off in the quantity of copper; on the contrary, there was something of improvement. The average of the ore received appeared to be about 12 per cent.—that was not quite so rich as when the smelting operations first commenced, the average having then been about 15 to 16 per cent., a large proportion of rich ore being obtained from the original workings. Still, however, the present percentage was rich enough to enable them to produce a 95 per cent. copper. The last advices informed them that at the greatest depth—45 fms.—a branch of very rich ore had been met with, yielding about 60 per cent. of copper, and it was to be hoped a large quantity of it would be found. The smelting operations had been interrupted, which had prevented the estimated produce of 50 tons of copper per month being realised; but, notwithstanding those interruptions, there had been a steady productive working, resulting in the manufacture during the year of 528 tons of copper, or an average of 44 tons per month—the difference, however, between the two figures was due to a considerable diminution in the amount of their profits, probably not less than 3000*l.* or 4000*l.* Those interruptions had arisen from various causes, and among others the inefficiency of the smelter, who, however, had been dismissed, Capt. Terry having undertaken the duties; and as there was an abundance of ore to deal with, there could be no possible reason why the computed quantity of copper per furnace should not in future be produced, which would leave a fair profit. As to the accounts, it seemed there was some doubt in the mind of the accountant, Mr. Hall, with regard to the item of 500*l.*; but he thought, as they had been so long verified from the books, the item had been debited; but perhaps the more convenient course would be for Mr. Hall to explain the matter to the shareholders.

Mr. HALL proceeded to explain the matter, stating that supposing they would have to strike out the item of 1400*l.*, there would still be a net profit of more than 7000*l.*

The CHAIRMAN then moved that the report of the directors be adopted, and that the accounts be received only.—Capt. HUMPHY seconded the proposition. Major-General RIGBY made a statement to the effect that the accounts be not received, but he had no objection to the item of 500*l.*, which had been paid to Mr. Martin, and to the item of 1000*l.* paid to the South Australian Carrying Company. It must strike every shareholder that, as the accounts now submitted were made up to no later date than Nov. 30, ample time had elapsed to enable the accountant to submit a corrected statement.—Mr. HALL reminded the hon. proprietor that the accounts were not received till March.

Mr. KING said that from February to June there had been ample opportunity to get necessary explanations.—Mr. HALL said it was simply a physical impossibility.

Mr. SALMON (a director) said the board were not quite satisfied as to the correctness of the accounts, and, therefore, they had no right to ask the shareholders to adopt them, therefore it was suggested that they should be merely received. He (Mr. Salmon) could not express his great astonishment at an exception being taken to the item of 500*l.* paid to Mr. Martin, whose visit to the colony had resulted in the saving of 500*l.* a year to the company, and he (Mr. Salmon) had been equally surprised that the same hon. proprietor had raised an objection to the payment of 1000*l.* on account of the South Australian Carrying Company. Surely it must have been forgotten that the last item was fully discussed by the shareholders, and that it was upon their vote the money had been paid. That company was established during the long drought, as being the only means of keeping the mines open, and but for which the property would have been forfeited to the Australian Government. The large proportion of that amount was subscribed by the directors in order to prevent the company going into ruin; and the item now objected to was merely the repayment of the money which had been thus subscribed.

Mr. TENDRON said when he read the report of the telegram committee he said it was a very damaging case against some of the directors, but when he read it again, after receiving Mr. Martin's circular, he concluded it was not an honest report, but that it was an attempt to deceive the general body of shareholders. He would support the directors, because he believed they were acting honestly, and doing their utmost for the benefit of the company. Another was proposed and carried to the effect that the future consideration of the accounts be adjourned till the next report thereon was received from the colony.

It being agreed that the report of the telegram committee should be taken as read, Mr. MARSDEN (the chairman of the committee) moved its adoption, which was seconded by Mr. PARRY.

A SHAREHOLDER asked the result of the deliberations of the committee?

Mr. MARSDEN said it was quite impossible to arrive at any result.

A SHAREHOLDER: But were the office implicated in the telegram?

Mr. MARSDEN: Nothing had come before the committee.

Mr. MARTIN (a director) complained that the committee had framed their report, knowing it to be false.—Mr. PARR could not conceive what principle of reasoning the committee had used in endeavouring to discover the author of the telegram, which arrived in July, by informing the shareholders who sold shares in the previous January. (Hear, hear.) He would like to know why the names of those members of the committee who had sold shares had been omitted from the list of sellers? The fact was the committee had tried to do everything, but had done nothing.

Mr. BARTRAM said that one member of the committee had sold 300 shares. The CHAIRMAN said, while the meeting was considering this subject he thought it proper for him to state that he had for years held 800 shares until April, 1868, when he sold 300 at 2*l.* 5*s.*, and when they advanced to 5*l.* he sold 200 more.

Mr. MARSDEN said there was not the least intention on the part of the committee to do anything of the kind. He would like to know why the names of those members of the committee who had sold shares had been omitted from the list of sellers? The fact was the committee had tried to do everything, but had done nothing.

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As to the great value of the property possessed by the company he had now no more doubt than when he first joined the board, but his impression was that its great prosperity would not be realised until the railway was opened, although even with the present price of copper and under existing circumstances, satisfactory profits ought to be realised. He hoped that next year would not go out without seeing the railway finished up to near the Blinman Mine, if not as far as the Yudanamutana, which was admitted on all hands to be the richest mine in the colony.

At length it was agreed that the report of the directors and the accounts, and also the report of the telegram committee, should be received.

Mr. Martin was unanimously re-elected director, and Messrs. Freese and Goodson were re-appointed auditors.

It was also agreed that the directors be reduced to four, and that their remuneration be 250*l.*, or such other sum as shall be determined, and that the directors shall be paid 500*l.* per annum during any year when 10 per cent. shall have been fairly earned and paid. A special meeting will be held to determine this question. A vote of thanks to the Chairman terminated the proceedings.

SAO VICENTE MINING COMPANY.

The first annual general meeting of shareholders was held at the London Tavern, on Wednesday—Mr. H. HAYMEN in the chair.

Mr. FRED. W. SMITH (the secretary) read the notice convening the meeting.

The report of the directors stated that previous to the departure of Capt. T. Treloar from England the superintendent had commenced to work upon the quartz formation. Upon the arrival of Capt. T. Treloar at the mines he ordered the immediate stoppage of all works on the quartz lode, and transferred the force to the jactating formation. Shortly after the commencement of explorations at this point the superintendent, in October, reported the discovery of gold. By the next mail the intelligence was confirmed, the superintendent reporting that "they had taken several samples showing gold in the batea." He also stated that another bed of jactating had been intersected, and that the samples taken there also showed gold. The directors regret that owing to the carelessness of the superintendent in permitting the use of vessels for washing the jactating, which had been previously in use at the quartz formation, these reported discoveries of gold have turned out to be erroneous, and that the particles of gold found must have remained in the crevices of the old batea. He has been severely reprimanded, and Capt. Treloar has caused steps to be taken at the mines as to render a repetition of such a mistake impossible. From Capt. Treloar's second report, dated 18th March, copies of which were sent to the shareholders, it will have been observed that he (after some considerable explorations on the jactating) came to the conclusion that it was not auriferous at the points of working, being wanting in one or two important characteristics of gold-bearing jactating. He therefore changed the mode and direction of working to another place, where the formation is of a different character, and the indications more encouraging. Meanwhile he has examined the quartz mines, and the result is that he has ordered the continuance of the workings of the eastern section, or Phillips' shaft. The war in Paraguay has continued to operate most prejudicially, as even so late as the last advices the superintendent reported that many of the workpeople had been taken as soldiers. The directors trust that as the war comes nearer its termination the delays and stoppages owing to this cause may become less. The gold produce has been confined to the two months' working at the main lode and eastern section previous to Capt. Treloar's arrival in Brazil, when 992 ozs. were produced from some refuse kilns, and a small quantity of lode stone taken from No. 2 level west in the Mina Grande, showing an average yield of more than 3/4 ozs. per ton.

The CHAIRMAN said those who had been in this company from its commencement would, doubtless, be very much disappointed at the results that had been achieved in connection with the jactating formation, after the very strong report that was sent home to this country. The shareholders would recollect that some months ago they were called together for a certain purpose, and that he was then enabled to state that they had found a sample of gold in the jactating formation. The question then arose in the minds of those who knew the working of the jactating formation as to whether that single sample might not have been left in the batea, whether it came from the jactating formation at all. At a subsequent meeting he was able to say, upon the authority of the superintendent, that other samples had been found not only in one place but from two, all of which showed gold in the batea. He, therefore, felt they were in a very happy and comfortable position, and that in all probability they were about to commence the same prosperous career as that achieved by the Don Pedro Company, after gold was found in the jactating formation. The shareholders were doubtless aware that Capt. Thos. Treloar, the late Mr. Walter Fürst, and all authorities upon the jactating formations, had stated as a fact that wherever the jactating formation had proved auriferous it had never been found to fail in the production of great riches; but he (the Chairman) regretted to state that the superintendent, in a few mail afterwards, informed them that there was very little doubt that gold was not come from the jactating formation, but had previously been left in the batea. That was confirmed by Capt. T. Treloar, and the result was that many of the shareholders were greatly disappointed. Capt. Treloar had most seriously reprimanded the superintendent, and he (the Chairman) could assure the shareholders that he had also been severely reprimanded by the board. Capt. Treloar had adopted such steps as would prevent the possibility of such an occurrence again taking place. No doubt that some would say—why did you not dismiss the superintendent? His answer was—first, that a superintendent was not necessarily a man connected and thoroughly acquainted with mining matters, and it was no easy task to get a man qualified to fulfil the duties of manager, and at the same time thoroughly skilled as a mining captain. He (the Chairman) thought that the one solitary exception was Capt. Treloar—than whom he (the Chairman) knew no man who united the two qualities in such a pre-eminent degree, and the duties of such a person were rather in the carrying on of the works than in examining and going into the details connected with the washing and making the necessary arrangements. Another reason, and a very strong one, was this—that he looked upon Capt. Treloar as the agent responsible for the management of the works, and if Captain Treloar thought the superintendent was such a man as could be entrusted with the superintendence of the works, he (the Chairman) thought the board would not be doing their duty to the shareholders nor to themselves had they sent out orders to the mine to dismiss him without the sanction of the shareholders. He felt himself fully justified in stating that, and the recommendation coming from Capt. Treloar. There was one point which was very satisfactory indeed. If they referred to the report of the superintendent, dated April, and forwarded to the shareholders on May 22, Capt. Martin used these words—"A part of our force is now directed to clear the woodland and make roads further west, to commence operations more in the centre of the mountain, where there is a curve or flank; from similar situations very good results have been obtained. The carpenters are busily engaged erecting a house to accommodate the labourers near the works. Looking at that statement he felt, although they were disappointed in not having realised success as early a date as they were justified in assuming, there was every probability that in a fair and reasonable amount of time this company would prove a success. (Hear, hear.) In addition to this, he thought it right to state it had always been Capt. Treloar's opinion that no mining company should entirely depend upon one property, and with that view there had been made certain preliminary advances towards the purchase of another property, but nothing, of course, would be done without the sanction of the shareholders. He felt himself fully justified in stating that, although they were disappointed—but it must be recollected that if they had achieved that early success which they anticipated last year, it would have been more than was expected when the company was started, and they had only been in active operation in Brazil for something like nine months—yet he was satisfied the Sao Vicente Company would ultimately become a success. He did not know that there was any other point to which he need refer, and, therefore, he would move that the report and balance-sheet be received and adopted.

Mr. MARSDEN seconded the motion, which was carried unanimously.

Messrs. J. Waddell and Co. were re-elected auditors.

The CHAIRMAN said the next question referred to the increase of capital. The object in introducing this matter at the present meeting was simply with the view of saving expense. He did not know that the board had any idea of raising new capital for the moment, and the shareholders might rely upon it that when the capital was required the shares would in the first place be offered *pro rata* to them. For the reasons already given, it was proposed to exercise the power under the Articles of Association, and it was thought better at this meeting to pass the necessary resolution, to save trouble on the part of the shareholders, and also the expense of convening a special meeting for the purpose. He then moved that the capital be increased to the extent of 50,000*l.*, by the issue of 50,000 new shares of 1*l.* each. He added that when issued the first instalment would not exceed 2*s.* per share, and until the amount called up on these new shares was equal to that paid upon the present shares no further call would be made on the latter.

A SHAREHOLDER asked if the board had any idea of purchasing a property?—The CHAIRMAN: Partly. They had only 60,000*l.* of capital, and it was wise to run the amount too close, and there were times when new capital could be issued to advantage.—Mr. CROWHURST seconded the proposition, which was put and carried unanimously.

A vote of thanks to the Chairman and directors concluded the proceedings.

PORT PHILLIP AND COLONIAL GOLD MINING COMPANY.

An extraordinary general meeting of shareholders was held at the City Terminus Hotel, Cannon-street, on Wednesday, Mr. HENRY MOOR in the chair.

Mr. C. H. FIELDER (the secretary) read the notice convening the meeting, and the proposed amended regulations of the company.

The CHAIRMAN moved that these regulations, as read, be approved and adopted. He explained that those amended regulations were rendered necessary by the company becoming a company limited by shares, and also by the alteration in the capital, in accordance with the resolutions passed at the previous meetings. He did not propose to take up the time of the meeting by referring to the different clauses, because Mr. Maples, their solicitor, was present to explain their legal bearings. In order to save time, he would suggest that the clauses upon which shareholders desired to make any remarks should be taken in arithmetical form.

Clauses 5, 6, 7, 9, 11, 12, and 14 (as amended) were agreed to.

The CHAIRMAN, upon Clause 14, explained that at previous meetings shareholders had called attention to the clumsiness by which voting at general meetings was carried on. The clause under the old deed made it imperative that no shareholder could hold more than 20 proxies, which really answered no purpose. It was proposed to cancel these words. The clause, as amended, was agreed to; and clauses 15 and 16 were cancelled. Clauses 17, 18, 19, 25, 31, 33, 35, and 36 were amended. Upon clause 37,

Mr. RUDING thought that three days was a most extraordinary short notice to the auditors to audit the accounts.—The CHAIRMAN said if the auditors were allowed a much longer period "to proceed to inspect" the accounts, it would be impossible to carry out the other parts of the deed. As the election of both auditors would in future be left with the shareholders, they had better not appoint anyone unless they agreed to accept three days as a sufficient notice. The clause was agreed to, and were also clauses 39, 40, and 41.

Mr. RUDING proposed that clause 45 be not cancelled, for he considered it one of the most salutary clauses in the deed. The proposal, however, did not meet with the sanction of the meeting, so the clause was cancelled.

The various clauses up to clause 9 in sub-section 5 were agreed to, upon which

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending June 27 was 11,669*l.* 0*s.* 8*d.*

NEVADA, U.S., (LIMITED).

CAPITAL £50,000, IN 10,000 SHARES OF £5 EACH.

The Directors of this Company beg to give notice that NO APPLICATION FOR SHARES will be RECEIVED after SATURDAY, the 10th July proximo.

W. A. BOND, Jun, Secretary 15 Harrington-buildings, Liverpool

MINING AGENTS, STOCK AND SHARE DEALERS, &c.
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

Messrs. WATSON BROTHERS having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are able to supply shares in all the best mines at close market prices, free of all charge or commission.

14½; North Treskeby, 10s. to 12s.; Chiverton, 3½ to 3½.

Mining Correspondence.

BRITISH MINES.

last reported. In the 130 end, driving west of the same shaft, the lode is exceedingly promising, and for 12 ft. wide is composed of quartz and peach, and in places producing good work for tin, worth for that width full 25¢ per fm. The lode in the slope in back of the 130, east of winze, is without alteration—still 12 ft. wide, worth 20¢ per fathom. In the slope in bottom of the 100 the lode is 12 ft. wide, worth 20¢ per fathom for that width. The lode in the slope

slope, where we are now working below the 70, is not quite so good as last reported. We are doing our best to make a communication with the winze sink-
ing below the 60 to the 70 below, which is getting near completion; but in consequence of the hardness of the ground this work is not effected so soon as we

cross-cut to be given further, so as to take one node at its regular underlie; one there is every indication in the end of the ground at present to show that the

lode is near, and may be cut at any day. Here at this point we have a full supply of water for all purposes, which greatly enhances the value of this property. I consider by joining the two properties that it will prove to be one of the best mining opportunities in the county of Carlingford. I beg here to remark that the celebrated Lisburn Mines join these sets on the east, which have yielded profits to a considerable amount, and are at present as good as ever they were.

LLWERNOG.—J. Davis, June 30: The 62 ft. level east and west of the winze is without any change worth of notice since my last advice. I could not see that we could pass the stuff from the old bottom back of the 40 ft. level without extra cost, consequently I have set two men to drive the end at 135 ft. per fathom, and another to stop the back of same at 65 ft. per fathom, and doing so we shall have more air into the end. Our water power is decreasing very fast, we are going on very slow with dressing, but I expect we shall have rain soon.

LOVELL CONSOLS.—John Nancarrow, June 30: After the last general meeting of shareholders we continued the driving of the 12 fathom level west till it was 3 fathoms beyond the western end of the bottom below the adit, and finding no tin to value, we commenced rising from the 12, which drained the bottom, and sinking in the west end of it was at once proceeded with, by which we soon proved that the lode on which the shaft was sunk and the 12 fathom level driven was not the lode on which the tin was gone down below the adit, that being all standing whole to the north of the 12. A communication between the rise and winze was effected by driving, and we have since stopped the lode in the east end of the winze for 2½ fathoms high, which has yielded upwards of 60 lb. worth of tin. The lode now in the stop is worth 15 lb. per fathom, and looks likely to continue. We are driving towards this lode in the 12, and sinking the winze on it, and expect to communicate in a month, when the stop can be worked to greater advantage. The winze is west of the shoot of tin, and does not now yield anything to value. We are clearing up the eastern end of the 12 fathom level already set for a fathom long to be worth 5 lb. per fathom; this clearing will soon be finished, and we shall commence stopping here also. There can be no doubt if our present prospects continue but that the returns for the next meeting will be greater than for this, for the mine, on the whole, looks better than I have ever seen it before. The water is easy, the engine works well, and the expense of working it is very little.

MAES-Y-SAFN.—June 29: Grosvenor's Shaft: The 370 east and the 350 west are still in the hard and unproductive bar of ground. The lode in the 370 east is poor, and also in the 310 east. In the 310 west the lode contains stones of ore, but not of much value. In the sump winze sinking below the 370 the lode is worth 1 ton per fathom. The 370, both east and west of the sump winze, is worth 1 ton per fathom. The 350 east is still unproductive, but looking kindly to improve before long. The lode in the 350 west is worth 1 ton per fathom. The lode in No. 3 shaft, sinking below the 310, is worth 2 tons per fathom. In the 370, east of No. 2 shaft, the lode is not yielding any ore at present. The stopes and pitches throughout the mine are not looking quite so well as they were last month. Our present returns are about 100 tons per month.

MINERA UNION.—W. T. Harris, July 1: Low's Shaft: The lode in the 60 yard level north 12 ft. wide, yielding stones of lead, and ground very promising. The level driving north on the Sand lode shows a very promising appearance, and is easy for progress.—Brabner's Shaft: The north lode, driven on in the 80 yard level, is 3 ft. wide, composed of spar and chert—as last reported. The lode in the rise in back of this level, on main lode, is worth 5 cwt. of lead per fathom, and favourable for improving.—Blue Shaft: The lode in the 50 yard level north yields occasional stones of lead.

MOUNT PLEASANT.—Wm. Wasley, July 1: The ground in the level driving west of the boundary shaft has got a little easier; consequently better progress is being made. There is no particular alteration in the ground in the level driving west of Jenkins's shaft since last reported on.

NEW CROW HILL.—T. Trelease, A. Kent, June 29: There is no change to notice in either of our places this week, but everything is progressing well.

NEW GREAT CONSOLS.—R. Pryor, R. Bennett, June 29: The shaftmen are at present engaged in sinking down the new 19-in. pump, in the place of the old one that burst some little time since, and all being well, we hope to have this work completed in the course of three or four days. The lode in No. 1 stop, in the back of the 64, is worth 9 lb. per fathom. In No. 2 stop, in the back of ditto, the lode is worth 12 lb. per fathom. The lode in No. 3 stop, in the back of ditto, is worth 14 lb. per fathom. The lode in No. 1 stop, in the back of the 52, is worth 7 lb. per fathom. In No. 1 stop, in the back of the 40, the lode is worth 11 lb. per fathom. The lode in No. 2 stop, in the back of ditto, is worth 12 lb. per fathom. No. 1 stop, in the back of the 30, is worth 8 lb. per fathom. No. 2 stop, in the back of ditto, is worth 8 lb. per fathom. No. 1 stop, in the bottom of the 20, is worth 10 lb. per fathom. No. 1 stop, in the bottom of the 10, is worth 10 lb. per fathom; and the lode in No. 2 stop, in the bottom of ditto, is worth 9 lb. per fathom. The ground in Rendle's shaft is favourable for sinking, and the men are making good progress.

NEW TRELEIGH.—S. Mitchell, June 28: We set to-day the following bargains:—The new shaft to complete sinking below the 78, 8 fms. 2 ft., at 1 lb. per fathom, and to drive the lode at that depth, 2 fms., at 6 lb. 10 s. per fm. The 78 to drive west of shaft by six men, at 7 lb. per fathom. The same level to drive east of said shaft, at 8 lb. per fm. Three stopes in the back of this level to six men, at 3 lb. 15 s. per fathom. Two stopes in back of the same level, west of shaft, at 3 lb. 10 s., by six men in the aggregate. One stop in bottom of the 70, west of the before named shaft, by four men, at 3 lb. 10 s. per fm.

S. Mitchell, July 1: The stopes in back of the 78 and 80 have improved in the last few days. The 78 east and west is looking kindly, and very well indeed, worth fully 2 tons of ore per fm. The stop in back of the same level is worth 2½ tons of ore per fm. The 78 east will produce 1½ ton of ore per fm. I shall be able to say more about the stopes in the back in the course of a few days. The shaft will be down to the proposed depth to-night, and we shall commence opening on the lode to-morrow, if all well.

NEW WHEEL LOVELL.—C. Bawden, J. Friske, June 30: The lode in the 60, east of Hill's engine shaft, is 2 ft. wide, producing a little ore—a promising lode. The lode in the 50 east is 2 ft. wide, poor. The lode in Lanyon's shaft is 12 ft. wide, producing a little tin, but not sufficient to value, a very fine-looking lode, and improving in depth; should this lode make as good as it did in the 40, which shows every indication of it, we shall have a rich mine. The lode in the 40 fm. level east is becoming larger, and producing more tin; it being now 3 feet wide, worth 10 lb. per fathom, and gradually improving. The lode in the two stopes in the bottom of this level is worth 25 lb. per fathom each. The lode in the winze sinking below the 30 is poor.—Colonel's Shaft: The lode in the shaft sinking below the 30 is 1½ ft. wide, producing saving work. The lode in the 30, driving east, is 4 ft. wide, and worth 10 lb. per fathom. The men have reached the bottom of the old workings, on the south lode (9 fms. deep), where we find the lode to be 1½ ft. wide, and producing good work for tin; this is a very important point, as it is just parallel with where they discovered a similar lode in East Wheel Lovell. The agents of East Lovell value their lode at 200 lb. per fm. The continued dry weather has been able to work four days, and the shaft is sinking.

NEW WHEEL TOWAN.—Richard Pryor, June 30: There has not been any lode taken down during the past week, consequently there is no change to notice.

NORTH RETALLACK.—G. R. Odgers, J. Harris, June 30: The lode in the 20, north from No. 1 boundary shaft, is 15 in. wide, of quartz, &c., containing good lumps of lead, embedded in a good channel of clay-slate for the production of lead ores.

OKEL TOR.—J. Rodda, June 30: The south lode in the 80 east has improved since the last report, and is now worth 2 tons of ore per fathom, and the character of the lode indicates that we shall soon have a further improvement in this end. Treloar's stop, in the back of this level, will yield 4 tons of ore per fathom. Treloar's stop is looking rather better, and will yield at present 3 tons per fathom. In Wilke's stop we have a very large lode; as far as seen it is over 5 fms. wide, without having the north or foot wall; throughout this immense lode there are various branches, and good squats of ore, yielding together for 8 tons per fm. The lode in the 50 east is 30 ft. wide, of the east, is worth from 2 to 3 tons of ore per fathom. Gerry's winze, in bottom of the 65, towards the 80 rise, is suspended for the present, having pretty much water to contend with, and believing the remaining 4½ fms. to be explored to make a communication can be seen through more economically. We have two stopes in the back of the 65, east of Gerry's cross-cut—one producing 5 tons, and the other producing 6 tons of pretty good quality ore per fathom. The pitches continue to yield about 3 tons of each per fathom. All the machinery is in good repair.

OLD U. NISLACK.—F. Phillips, June 30: At Parker's shaft the ground continues moderately good for sinking, and the lode seems to be a little more settled, but as the dip of the slide is not very fast west it will take some little time yet before we are out of its influence. The only change I see in the nature of the lode is some peach. We are sinking at the rate of 3 feet per week. In the deep adit the ground is a little stiffer for driving. No other change. About 9 feet has been driven.

PEDN-AN-DREA UNITED.—W. Tregay, J. Thomas, June 26: Sump: We have set the sumpmen preparing for sinking the sump below the 140, for another lift. There will be ground to secure in the shaft, and ground to cut for a penthouse, which will require about three weeks to perform before the sinking can be commenced. In the 140 east end the lode is worth 10 lb. per fathom. In the 140 west end we are not yet through the cross-course. There have been a good course of tin quite up to the cross-course, we expect the lode to be very productive beyond it also; the ground is already through 15 fms. in length, worth quite 40 lb. per fathom. In the winze in the 120 west, the lode is worth 10 lb. per fathom. There is only about 6 ft. further here to sink to effect communication with the 140 west; this will ventilate that level, and much facilitate operations on the tin ground there. In the 120 north cross-cut the ground is favourable for driving, and fair progress is now being made. In the rise in the 100 east the ground is favourable for rising; the lode produces a little tin, not to value. In the 68 east the tinstone at present of coarse quality.—Cobbler's, Martin's Lode: In the 120 west the lode produces occasional stones of tin. The north lode in the 90 east is worth 25 lb. per fathom. In the 90 west the lode is worth 15 lb. per fathom. In the rise in the 90 the lode is worth 20 lb. per fathom.—North Shaft, 55 east: We have set this stop, stopping the lode left standing by side of the level on tribute, the lode being worth 20 lb. per fathom. In the 55 west the lode here as opened on for its breadth is worth 4 lb. per fathom. In the 47 east the lode where cross-cut the same to be worth 16 lb. per fathom. We are to again cross-cut the lode, about 10 fms. further east, as it has been left standing behind the level for all the distance driven. In the 47 west the lode is worth 25 lb. per fathom. We sold on Wednesday, at Carvedras, 15 tons 1 cwt. 3 qrs. 17 lbs. of black tin, for 1096 lb. 18 s. 6 d.

PENHALLS.—S. Bennetts, W. Higgins, June 25: A small gossan has been intersected in the engine-shaft, which is, no doubt, the same seen in the 70 east end, and which will probably again bring down the lode very near the shaft. The 70, west end, is little tin, and not to value. The 70 east is worth 6 lb. per fathom. The 60 west is producing some good stones of tin, and the lode large. The 54 east, on the new lode, is worth 6 lb. per fathom. The north lode, in the 50 west, is worth 7 lb. per fathom, and the same lode east 6 lb. The stop in back of the 45 east is worth 10 lb. per fathom. The Pink lode, in the 44 east, continues of a very promising character, worth 7 lb. per fathom. At the Pink Mine the 40 east is worth 8 lb. per fathom, and the 30 west 8 lb. The winze below this level 10 ft., and the stop above 10 ft. to 12 ft.; and the 20 west 6 lb. per fathom. Several of the pitches in various parts of the mine are improved during the month. The average tribute at the setting to-day is 8 s. 9 d. in 1 lb., being 1 lb. 9 d. less than the setting a month since. The extra 16 stamps heads are set to work, and answer well; this will enable us to return the stuff which has been lately accumulating on the floors. There are several small alterations to make on the dressing-floors for this purpose.—P.S. The pitch set at 2 s. in 1 lb. is now worth 100 lb. per fathom for tin.

PENHALLS UNITED.—R. Pryor, H. Bennetts, J. Pryor, June 30: Friday last having been our pay and setting, the following bargains were set:—Phillips's engine-shaft, to sink below the 90, by nine men, at 18 lb. per fathom; this shaft will be completed to the 100 in about a week from this time; the lode here is

standing for the last 4 or 5 ft., and when we reach the 100 it will be taken down, and its size and value shall be sent you. The 90 to drive south of this shaft by two men, at 14 lb. per fathom; the lode 2½ ft. wide, producing good stones of lead. The 70 to drive south shaft by four men, at 5 lb. per fathom; the lode here is improving, and producing some good lead. Hall's shaft to sink below the 90 by six men, at 14 lb. per fathom, and the lode continues just the same as for some time past, worth about 12 cwt. of lead per fathom; this shaft is down 7 fms. 6 in. below the level, the slaking of which is being pushed on with all possible speed. The 90 to drive north of this shaft by six men, at 4 lb. per fm.; the lode is 2 ft. wide, and worth 4 cwt. of lead per fathom. The 80 to drive north of shaft by six men, at 4 lb. 5 s. per fathom; the lode in this end is much improved in its appearance and character, and being out a quantity of water, which is a favourable indication. Wealset seven tribute pitches, at tributes varying from 5 lb. to 8 lb. per ton, as well as the carriage of coals, lead, timber, one and two horse-cart work, and whin drawing, &c., until Midsummer, 1870; the whole of which went off very satisfactorily. The putting in of the crusher is completed, and we have commenced crushing this day. Our machinery is in good condition, and working well.

PENHALLS WHEEL FOR.—W. H. Martin, June 30: At our pay on Friday last we set to the engine-shaft men to complete the sinking of the lift; as soon as this is accomplished we shall delay no time in resuming the sinking of the shaft below the 110. A cross-cut to drive north in the 110, by six men, at 10 lb. per fm.; there is a little water issuing from the end; up to within the last 2 ft. the end was very dry. To drive north in the 74 for bob-plat, by four men, at 8 lb. per fm. Ritchie's shaftmen have fixed a 15-ft. lift, and also dropped the sinking lift, and will resume the sinking below the 75 to-night.

PENHALLS WHEEL FOR.—J. and W. Gifford, June 29: Saturday the following bargains were set:—To sink Watson's shaft below the 65, the month, at 22 lb. per fathom. To drive the 65 east, by six men, stout 1 fm., at 7 lb.; here we have through the eastern cross-course, which is 1½ ft. wide. To drive the 65 west by six men, stout 1 fm., at 8 lb.; we have not as yet got the north wall of the lode; the lode so far as seen is 6 ft. wide, worth 20 lb. per fathom. The stop in the back of the 65 east by six men, the month, at 9 s. per fathom; lode worth 15 lb. per fathom. The stop in the back of the 65 west by six men, the month, at 6 s. per fathom; lode worth 15 lb. per fathom; to cross-cut the lode in the 55 east by two men, at 70 s. per fathom. To drive the 55 cross-cut south by two men, the month, at 6 s. per fathom. To drive the 55 cross-cut north by two men, the month, at 6 s. per fathom. To drive the 55 cross-cut south by two men, 1 fathom, at 5 lb. per fathom; here we have intersected the cross-cut, but as yet not through it. The stop in the back of the 55 west by four men, the month, at 70 s. per fathom; lode worth 15 lb. per fathom. To drive the 45 west by four men, the month, at 5 s. per fathom; lode worth 10 lb. per fathom. We have another stop in the back of the 55 east, working by four men, on owner's account, where the lode is worth 30 lb. per fathom. A pitch in the back of the 45 west by two men, for two months, at 12 s. 6 d. per produce and 8 s. in 1 lb. To tram all trade in the mine by five men, at 18 lb. for one month. To fill and land all trade by three men, one month, at 11 lb. To cut down new shaft by six men, the month, at 5 lb. per fathom.

J. and W. Gifford, July 1: In the 68 west we have met with another part of western cross-course, but at present we cannot say anything as to the value of the lode. No change in any other part of the mine.

PRINCESS OF WALES.—T. Foote, G. Rickard, June 30: Harris's engine-shaft is now down 12 fms. 3 ft. below the 20; the ground is still of the most promising character, being thickly spotted with yellow, black, and grey copper ore. Taking this into consideration, with the splendid appearance of the gossan lode seen in the 20, we have every reason to believe that good results will be met with in the 35 fm. level.

REDMOOR.—T. Taylor, July 1: In the 25 west we have still a hard floor of capel; I do not know the width of the lode, only driving on the south part, which is containing more copper than when last reported. The lode in the gossan stop is 3 ft. wide; we have a deal of stuff broken, but cannot do much to the stamping for want of water. They have not done enough on the higher Redmoor lead lode to take its bearing, but I think we shall have to drive a few fathoms east to reach it.

SOUTH CONDERWY.—J. Vivian and Son, W. Williams, June 30: We have not yet intersected the lode in the 82 cross-cut south, west of King's shaft. In the 71 cross-cut south, west of King's shaft, we are still cutting through the lode, not having yet met with the south wall. In the 61, west of King's shaft, the lode is 2½ ft. wide, and thin throughout. In the winze sinking below the 61, west of King's shaft, the lode is worth about 25 lb. per fm. In the 61, west of cross-cut, west of King's shaft, on No. 1 north branch, the lode is 3 ft. wide, and worth about 5 lb. per fm. In the 51, west of Vivian's shaft, the lode is about 3 ft. wide, and worth for copper and tin about 8 lb. per fm. The 51, east of Tye shaft, is producing a little tin, and looking more promising than it has lately done.

SOUTH HERODSFOT.—W. Goldworthy, July 1: The ground at the cross-cut, in the 100, is easier for driving, and good progress is being made. The engine and pitwork are in good order, and the water easy.

SOUTH WARA.—Capt. Foote, June 30: The adit level has been cleared about 25 fms. home to a winze sunk on the course of the lode (now filled with water), and that the ground, both in back and bottom of the level, north of the winze, is 2 feet wide, composed of gossan, quartz, and lead ore; a very kindly lode, and precisely the same in character as at the same depth in the productive Tamar and South Tamar Mines. Specimens broken from the adit will be sent to the office in a few days. The adit level cross-cut to the engine-shaft has also been cleared out. The men will now be employed in clearing out and timbering the engine-shaft.

SOUTH WHEEL GREENVILLE.—G. R. Odgers, Wm. Bennetts, June 26: We have set to-day the following bargains:—To sink the lode to four men, at 7 lb. per fm.; lode 18 in. wide, of quartz, &c. The western end, to four men, at 10 lb. per fm.; lode of much the same kind and size as we advised you on the 23d.

ST. JUST AMALGAMATED.—R. Pryor, T. Gundry, N. Bartle, June 28: The tributes and gossan and tribute pitches throughout the mines continue much the same as for some time past. Saturday next being our pay and setting a full report shall be sent you, and on Friday next we shall sell about our usual quantity of tin for the tributes. R. Southey, June 30: Since our last we have intersected a fine-looking lode in the south cross-cut just at the point we expected; the lode is 3 to 4 ft. wide, composed of copper, muddle, and carrying a splendid looking gossan on the south wall; a better looking lode at this depth—5 fms. from the surface—never came under my notice, a sample of the same will be forwarded to the company's office on Saturday next. Our calciner, with flues and arsenic chambers, is completed, and is ready to dry the ore, and to produce the gas to be used in the furnace, and will be in use in getting our burning house floors in good working order. The stamps continue to work well, with a full supply of water. No other change since my last.

TREBERY.—June 28: The lode in the 20 south is pretty much of the same character as when reported last week, but speedier for driving; it is a large, fine-looking lode, composed of gossan, spar, and muddle, with a little lead, at times yielding good stones of lead; the lode is 3 ft. wide, and the horse of kiln is 3 or 4 ft. wide, and the lode in the 20, west of the 20, is 3 ft. wide, and the eastern part, that being the softest, but I have no doubt but that both parts will come together again very soon. The lode at the footwall shaft is very wide, and we are carrying about 4 ft. of it; it is a soft, beautiful gossan, and the kilns by the side of it soft; we find patches of clay in the lode filled up with fine lead; there were 9 fms. 1 ft. 3 in. sunk last month, making the shaft 11 fms. 2 ft. 3 in. below adit. It is now set to six men, at 3 lb. 5 s. per fm. I am hoping that we will nearly reach the 20 and be able to dry the ore, and to produce the gas to be used in the furnace, and will be in use in getting our burning house floors in good working order. The stamps continue to work well, with a full supply of water. No other change since my last.

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TYGWYN.—June 28: During the past month Tygwyn shaft has been sunk 1 fm. 2 ft. 3 in., at 12 lb. per fathom; present depth, 8 fms. 4 in. 9 in., and now set to six men, at 14 lb. per fathom. I am sorry that we are making such slow progress in sinking the shaft, but owing to the lode being very hard, and the ground being so much water that it is very difficult to sink, we now intend putting down the lift as soon as possible. The lode still continues worth 25 cwt. of lead ore per fathom for the length of the shaft. There are now about 7 tons of lead ore on surface. About 30 fms. east of the shaft we have commenced an adit level, and expect to intersect the Tygwyn lode in about 6 fms. driving. The weather being now favourable for surface operations, and we have an extensive piece of untried ground west of shaft, I think it advisable to cut a few trenches on the back of the lode in this part of the set, and by doing so I have not the least doubt but that we shall discover some valuable ore ground in this direction.

VAUGHAN.—June 22: In the deep adit level east the ground is a little more favourable for driving, being composed of a light blue clay-slate, small strings of spar, and carbonate of lime; led to six men, at 7 lb. 10 s. per fm., and hope the men will make more progress, so as to reach the lode shortly. The western deep adit level north is set, to two men, at 3 lb. per fm.; the ground still continues favourable for driving, but nothing of the ground being seen as yet. **VAN CONSOLS.**—J. Richards, June 29: I went yesterday carefully through the above mine, and have much pleasure in submitting to you my report of the same. I need not give you the extent of the set, as you are already perfectly acquainted with its character. The deepest point now in operation is at the 30, this being continued east on the course of the lode by six men, and is extended from shaft about 60 fms. I regard this level as of the utmost importance, and I should strongly recommend the same to be pushed on with all possible dispatch, as I am of opinion that this level will open up some very important discoveries as it proceeds eastwards, more especially as this end arrives peculiarly under the great mass of barytes which prominently exhibits itself so near the surface, and, in my opinion, is a certain indication of large deposits

of lead in depth, and the stratification in which this large masterly lode is embedded fully predicts it. I broke some very fine stones of lead ore in the 100 east near the surface, some of which I will send on to your office for your inspection. I cannot over estimate the value of this most important property, as I am fully convinced that with skill, perseverance, and capital brought to bear in the right direction a lasting and most profitable mine must be the result.

—T. Corfield, July 1: In the 30 fm. level, east of engine-shaft, the lode continues very promising; ground very good for driving. We are now driving the engine-shaft below the 20, and putting in a new footway. In the eastern cross-cut we have not yet cleared through the clock in the entrance, but hope to get in the level in a few days. About 4 fms. below the surface, in the barytes deposit, we are now breaking some very fine lead, which was discovered in stopping barytes. The box of lead sent to the office to-day was broken by Capt. James Richards during his inspection of the mine. We are making all the necessary preparations for the large water-wheel, so as to enable us to sink Gundry's shaft to the 30 below adit, to get under the mass of barytes seen in the open cutting at surface. All other works are being pushed on with the utmost possible vigour.

VIGRA AND CLOGAU.—W. J. Cooke, July 1: St. David's Lode—No. 2 Mine: The distance driven west from No. 6 shaft is about 17 feet, the lode continues large and of fair quality; we shall now drive across the lode to ascertain the character of the quartz on the hanging wall. The lode in the drive east continues disordered, but appears to be opening out a little. There will be no interruption to the miners this month as I have let the levels without stuff and water.

WEST BASSETT.—George Lightly, June 30: In the 161, west of Greenville's shaft, the lode is 3 ft. wide, yielding 1½ ton of ore per fathom. In the 154 east the lode is yielding 1 ton of ore per fathom. In the 154, 144, and 134 west the lode contains stones of ore. In the 114 west, on the caunter, the lode is worth 10 lb. per fathom for tin. In the winze in bottom of the 65, on middle lode, the lode is yielding saving work for tin. In the 42 west the lode is yielding 1½ ton of copper ore per fathom. In the 52 west, on Haulby's, the lode is worth 8 lb. per fathom for tin.

WEST CWM ERFIN.—June 30: The lode in the adit level, going east of engine-shaft, is without any material change since our last report, still containing strings of lead ore. In the cross-cut north at the adit level, east of engine-shaft, there is nothing new to remark.

WEST DRAKE WALLS.—Thomas Gregory, June 30: The lode in the 40 east is from 3½ to 4 ft. wide, and of a strong, masterly appearance, being composed of quartz, gossan, and light capels, with good stones of copper ore intermixed. In the 40 cross-cut south we have intersected some veins of quartz, containing some rich copper ore; there are indications of being near the lode. The shaftmen are going on very satisfactorily.

WEST GREAT WORK.—S. J. Reed, July 1: The great north lode, at the flat-roof shaft, is now 4½ fms. below the 50, and continues to improve. We are engaged taking down the lode, which is 2 ft. wide, underlie more favourable, and worth for tin 15 lb. per fm. In the 50 east a branch of the cross-course has been intersected which have the lode; although a little disordered, it yields saving work for the stamps. The lode in the 40 west produces instants of better quality. In the 51 west it is worth 15 lb. per fm. The lode in the 20 east is worth 3 lb. per fathom. In the stop in back of the 8 the lode is worth 20 lb. per fm. The western flat-roof shaft has been sunk 12 fms., where the lode is 1½ ft. wide, and has a promising appearance, producing fine stones of tin.

WEST PRINCE OF WALES.—W. C. Cook, June 29: We have taken up the water in the north engine-shaft, and resumed the sinking at 18 lb. per fathom, which when carried to 45 fathoms will have reached, I hope, a thorough and permanent change in the character of the ground, under which conditions I regard success as being beyond reasonable doubt.

WEST ST. IVES.—Thomas Urean, Jan. June 30: There is no change in the cross-course; the end is very wet, and the cross lode is pregnant with tin and copper. It is my opinion these are coming from the south lode.

WEST TQLGUS.—June 30: Taylor's sumpmen are making fair progress in sinking Taylor's engine-shaft below the 95; the ground is a good-looking killas. The part of the lode in the 55 east is producing 2 tons of ore, worth 8 lb. per fm.; we shall have the lode cut through against Friday next, which is our setting-day. The part of the lode that is being carried in the 95 west is 4 ft. wide, producing from 4 to 5 tons of ore, worth 20 lb. per fathom; we have holed the lode in this end cut through against Friday next. We have holed the lode in the back of the 95 east to the 85, and shall now put the men to stop west of the rise in a good lode of ore. The part of the lode that is being carried in the rise over the back of the 95 west is 3 ft. wide, yielding 4 tons of ore, worth 20 lb. per fathom. The stop over the back of the 95 west is yielding 6 tons of ore per fm., worth 30 lb. per fathom. We have six men stripping down a piece of the lode west of the cross-course, where the lode is worth 30 lb. per fathom. In the 85, east of Taylor's engine-shaft, the lode is 4 ft. wide, producing 4 tons of ore, worth 16 lb. per fathom. We have two stopes over the back of the 85 east working by 12 men, at an average price of 41. 5 s. per fathom; each stop is worth 16 lb. per fathom. There has been scarcely anything done in the 65 since last reported; we have had to take out all the air-pipes and to clear them, and to put them in. In Richard's shaft the lode has not been taken down since last reported, but it will be taken down against Friday next. It will be seen by this report that there is very little alteration in any of the tributes bargains since my last report.

WEST WHEEL TREMAXNE.—S. Roberts, June 29: On Saturday the following bargains were set:—The 46 fm. level cross-cut south (which is nearly 14 fms. from the engine lode) to four men, the month, at 5 s. per fathom. The 44 east, on the engine lode, to two men, at 6 s. per fathom; the lode is 12 feet wide, producing good stones of copper ore. The 20 west, on the south lode, to four men and three boys, the month, at 37 s. 6 d. per fathom; the lode at present is disordered by the forming a splice, but every indication of a speedy improvement. This end is about 10 fathoms east of Sutton's shaft, which is about 10 fathoms from the sinking of which has been rather slow, in consequence of the lode being in the ground, which is through the bracing nature and quantity of iron contained in the lode and ground about it; it has a very kindly appearance indeed. We set three tribute pitches to two men each, at their former tributes.

WHEEL CREBOR.—J. Gifford, June 30: I have to-day set Kelly's shaft to sink by nine men, stout the month, at 23 lb. per fathom, the lode is 18 in. wide, composed of capel and quartz, with spots of copper ore in the north part, and a branch of muddle in the south part 1 ft. wide (solid)—a very strong and promising lode. In the 10 east we are driving by the side of the lode; here we shall commence to rise against the winze in the 108 east in the beginning of next week, and hope to have it communicated by the next general meeting, if we can sink the winze, which is now dry. The tribute pitches are looking as usual, and the men getting wages. We hope to sample between 60 and 70 tons of copper ore at the July sampling.

WHEEL COURTEENAY.—J. Gifford, June 30: In the deep adit west we are driving by the side of the lode; ground favourable for driving. There is no change in the cross-cut north to notice.

WHEEL FRIENDSHIP.—June 28: Bennett's Lode: The lode in the 170 fm. level, west of lookan cross-course, is still small and poor. The lode in the 150, west of Whitburn's cross-cut, is 1 ft. wide, producing a little ore, but not enough to value. In the winze sinking below the 150 the lode is from 4 to 6 feet wide, yielding 2 tons of ore per fathom for the length of the winze (9 ft.). The lode in the rise west from Ward's winze is 2 ft. wide, worth from 1½ to 2 tons of ore per fathom. The men are still stripping down the dead portion of horse on the point of the south lode, between the 140 and 150, and will not be in a position to take down the ore part for another week. The lode in the winze sinking under the 140, to communicate with the last named stop, is about 1 foot wide, worth 5 cwt. of ore per fathom. In the 140, west from Bargony's rise, on the north lode, the lode is 1½ ft. wide, worth 5 cwt. of ore per fathom. The lode in the stop in the bottom of the 140, east of great cross-course, will turn out 1 ton of ore per fathom. No change in the 82 fm. level cross-cut, south of Curtis's shaft, in the Giebe.

WHEEL GREENVILLE.—G. R. Odgers, Wm. Bennetts, June 26: Setting Report: The 140 west, by six men, at 7 lb. 10 s. per fm.; lode 4 ft. wide, of gossan, &c., containing some good tin. The rise above the 130 west, by four men, at 8 lb. per fm.; lode 2½ ft. wide, and worth for tin 4 lb. per fm.; this is principally for ventilation. The 100 east, by four men, at 10 lb. per fm.; lode 3 ft. wide, and worth for tin 9 lb. per fm. The 90 east from north shaft, by four men, at 10 lb. per fm.; lode 3 ft. wide, and worth 8 lb. per fm.; after driving this end about 6 ft. we expect to hole a piece of ground that will be available for tributing. The 90 cross-cut north, by six men, at 14 lb. per fm.; the ground continues of much the same kind as last reported, and where we are meeting with branches of tin; we will wait this end very closely, and advise you immediately we see change. The 90, east cross-cut, on the dropper, by four men, at 5 lb. per fm.; lode together 3 ft. wide, and worth 8 lb. per fm. The 80 west, by two men, at 6 lb. per fm.; where it is worth fully 12 lb. per fm. The 66 west, by four men, at 8 lb. per fm.; lode 2½ ft. wide, and worth for tin 9 lb. per fm.; we think this level is getting into the run of tin ground we have in the 54. The pitches, on the whole, are looking much the same as for some time past. From the sampling, we hope to sell about the same quantity of tin as estimated.

W. H. Odgers, Wm. Bennetts, July 1: The men in the 90 fm. level cross-cut north have been wheeling their stuff, and putting in air-pipes, consequently there is no change to report. We hope in our next advice to give you some further particulars.

WHEEL

MINING IN TURKEY.—The vast mineral resources of the Ottoman Empire have been repeatedly brought before the readers of the Journal, and, although its mines probably surpass in richness any mineral-producing country of the world, the onerous terms imposed by the Government have until now tended to prevent their development by European capital and enterprise. The course hitherto adopted has been generally deplored, as the mineral resources of the empire, developed upon scientific principles, would not only have brought a large revenue to the Imperial treasury, but have been a source of employment to a large number of the inhabitants, the extension of industrial pursuits to extensive districts of the country, and tended to be a permanent benefit to every class of the community. To the development of the resources of the empire, but more particularly its immense mineral properties, the Government have now turned their attention, and the Department of Public Works and Mines have issued a new code of mining laws, based upon such liberal and equitable terms as cannot fail to induce capitalists and investors to embark in mining enterprise in Turkey. This is a step in the right direction, and we hail with satisfaction the enlightened policy of the Sultan in sanctioning a code of mining laws which leave nothing to be desired.

FRONTINO AND BOLIVIA.—It appears from information obtained from the different sources that the non-arrival by the West India mail is owing to the river communication being temporarily interrupted between Medellin and the port at which the packets calls, as neither this company nor Messrs. Fröhling and Göschen have received advices. This simple and not unusual circumstance at this season of the year has been made by those whose interest is greater in the depressed price of the shares than in conveying to the *bona fide* shareholders the actual cause of the delay, the excuse of setting on foot all manner of rumours, which, it need hardly be said, are utterly without foundation.

MINING ENTERPRISE IN THE STATE OF NEVADA, U.S.—Since the remarks already published in the Journal on the subject of the BATTLE MOUNTAIN MINING COMPANY, we gather from American Government reports, and reference to the different local papers of that State, that the discoveries of silver ore in the White Pine district, and remainder of the south-east portion of the State, are of very great importance, and will lead to the full development of this highly auriferous portion of the United States. There is, it is considered, amply sufficient evidence to show that mining in that country will not remain in its present primitive condition, but must, in the course of a very short time, be conducted on the best principles to which mining has been brought in this country. The signal for the commencement of mining operations has been given by the opening of the Central Pacific line of railway, not only from the fact that it has given a practicable means of transmission of ores of the baser metals, but also that it is the evident means of placing the mines within reach of the different intending investors in mining from this country, who can now visit that district in about 18 days' travel from Liverpool, whereas formerly it required quite 36 days of hard travelling to even reach the first portion of the mining districts of Nevada. Up to the present time the whole of the energies of the mining population of that State have been exerted in the pursuit of silver mining, as being the most immediately lucrative, and in every instance in which anything approaching to our system of economical management has been exercised, very profitable it has proved indeed, according to the report of the assessors of the different counties of that State. Since the opening of the Central Pacific Railroad a new field of operations is opened out. In the first place, the railway gives facilities for the export to this country of the very rich copper ores, which was before impracticable; and, secondly (but not less important), is the fact that a very large amount of the silver ores of that country contain a great quantity of the baser metals, which are utterly lost through the present American system of working them, so it may naturally be presumed that these last-mentioned ores must also follow the copper ores to England. A very rich specimen of the ore has been forwarded to the Mining Journal office, for the inspection of those interested.

THE NEW PRINCE OF WALES SLATE QUARRY.—The veins of slate in this quarry, fully a mile in breadth, and which crop out at the surface in huge blocks and slabs, are now well known to be the identical veins on which the two most famous quarries in the world are worked—Lord Penrhyn's "Penrhyn Quarry," and the late Mr. Assheton Smith's "Dinorwic Quarry," at Llanberis; the former yielding a profit of about 200,000l. per annum, and the latter of about 150,000l. These stupendous results have been arrived at by the gradual development of the quarries, unaided by any influx of capital, but solely from the absorption of extra profits in the extension of the workings. The Penrhyn and Dinorwic Quarries are about five miles apart, and are being worked towards each other on opposite slopes of the same mountain; the Penrhyn Quarry facing the north-east, and the Dinorwic, or Llanberis Quarry, the south-west. These slate veins run from Lord Penrhyn's through the Dinorwic and New Prince of Wales Quarries, in an unvarying direction from north-east to south-west, and are so nearly vertical that no difficulty arises in either quarry, in the working of them in open galleries. It is a peculiar fact in the physiology of slate that as a general rule each vein of slate can be traced from one quarry to another, and recognised by some peculiar appearance or characteristic, and experienced quarrymen can identify a slate at any time, as having come from a particular vein.

At the Llanberis lakes, which form the south-western boundary of the Llanberis Quarry, a remarkable geological phenomenon occurs; the slate rock dips suddenly with the mountain to the bottom of the lakes, which are of great depth, and is not seen again until it rises in its undulating course to the surface, at another lake (Lake Gader), about four miles distant, and thence traverses the property of the New Prince of Wales Company, where it forms again another similar mountain of slate, 400 yards high, sloping to the north-east and south-west, the veins being visible on the surface for nearly two miles in length, and are bounded by the same essential greenstone rock as the slate in the before-mentioned quarries. These gigantic veins of slate have not been found or worked in any other quarry in Wales; and the quarrymen who have long worked in the Penrhyn Quarries, point to the back and foot joints and other features of the slate rock in the New Prince of Wales as proof, beyond question, of the continuity and identity of the veins. There are numerous small veins which run into the Nantlle Vale, but all these spring from a distinct source, on the extreme northern section of the slate range, beyond the scope of the Penrhyn veins. The highest authorities have uniformly stated that time only is needed to make the New Prince of Wales Quarry equal, in every respect, to any other quarry in the Principality.

COALS.—The annual parliamentary return shows that in the year 1886, 10,837,804 tons of coals, cinders, and culm, of the declared value of 5,352,525l., were exported from the United Kingdom, an increase of 422,026 tons over 1885, but a decrease in declared value. Above 1,900,000 tons were exported to France; 10,575,275 tons were shipped coastwise from port to port of the United Kingdom, a less quantity than in 1885, by 724,115 tons; 5,976,452 tons of coal were brought into the port of London in 1886, being 353,098 tons less than in 1885; 2,981,230 tons came coastwise, and 2,995,222 tons by inland navigation and by railway.

COAL-DUST.—In Great Britain the quantity of coal-dust remaining unemployed is calculated at 25,000,000 of tons. Various methods have been attempted to convert it into useful fuel by compressing it into cakes, but the operation is not sufficiently remunerative. In Belgium they follow another plan, which seems to answer better. They mix coal-dust with 8 per cent. of tar, and then press it into cakes, which are found to make excellent fuel for steam engines. The dross accumulated in iron works, to the amount of millions of tons, is known to contain from 25 to 50 per cent. of iron, but the difficulty of extracting is very great, the metal being intimately combined with various silicates and other substances, which are not easily separated by fusion. Lime, indeed, will dissolve these silicates, but the iron thus obtained is brittle. Nevertheless, M. Fleury has recently made a successful attempt to obviate this drawback by slaking the lime used for the purpose in water containing a certain proportion of some alkaline chloride.

WHEAL MARY FLORENCE.—Although this promising mine is not frequently reported in the Journal, yet very favourable reports have been recently circulated among the shareholders, from which it seems there is at present a communication being effected between the 35 and the 45, which will open out an extensive piece of ore ground, when there is a strong probability the returns of ore will be very considerably increased—in fact, the mine holds out promise of being very productive at no distant period. It is to be hoped that substantial success in the different mines in the neighbourhood of Kitt Hill will shortly prove it to be a really good district.

* * We shall give a SUPPLEMENTAL SHEET with next week's Journal, when the publication of Professor Smyth's Lectures at the Royal School of Mines will be resumed—the Lectures on Coal; the Lincashire Iron District; Explosive Compounds; and several other papers and letters be inserted.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, JULY 2, 1887.

COPPER.				IRON.			
Best selected..p. ton	£ s. d.	£ s. d.	Per ton.	Bars Welsh, in London	15	0	—
Tough cake and tile	74	0	—	Ditto, to arrive	6	15	0
Sheeting & sheets	78	0	—	Nail rods	7	2	6
Bottoms	78	0	—	.. Staffed, in London	7	10	0
Old (Exchange)	65	0	—	Bars ditto	7	7	6
Barra Barra	77	0	—	Hoops ditto	8	0	9
Wire, ..per lb.	0	10	—	Sheets, single	9	0	11
Tubes	0	11	—	Fig No. 1, in Wales	3	15	0
BRASS.				Refined metal, ditto	4	0	5
Sheets ..per lb.	9d.	—	—	Bars, common ditto	6	0	6
Wire .." .."	8½d.	—	—	Do. mch. Tynor Tees	6	10	0
Tubes .." .."	10½d.	—	—	Do., railway, in Wales	7	5	0
SPELTER.				Do., Swed. in London	9	17	0
Yellow Metal Sheet, p. lb.	7d.	—	—	To arrive	10	0	—
Sheets .." .."	6½d.	—	—	Pig, No. 1, in Clyde	2	11	6
ZINC.				Do. f.o.b. Tynor Tees	2	9	—
Foreign on the spot	20	15	0	Do. Nos. 3, 4, f.o.b. do.	2	6	2
.. to arrive	20	15	0	Railway chairs	5	10	0
In sheets	24	10	0	.. spikes	11	0	—
TIN.				Indian Charcoal Pigs	6	0	—
English blocks	123	0	0	In London, p. ton	6	0	—
Do., bars (in barrels)	124	0	0	STEEL.			
Do., refined	131	0	0	Swed., in kegs (rolled)	15	0	—
Banca	135	0	0	.. (hammered)	14	15	0
Straits	130	0	—	Ditto, in faggots	15	15	0
TIN-PLATES.				English, spring	19	0	—
IC Charcoal, 1st qua.	1	6	0	QUICKSILVER (p. bottle)	6	17	0
IX Ditto, 1st qua.	1	12	0	LEAD.			
IX Ditto, 2d qua.	1	5	0	English Pig, com.	19	0	—
IX Ditto, 2d qua.	1	11	0	Ditto, L.B.	19	10	0
IX Coke	1	2	6	Ditto, W.B.	20	10	0
Canada plates, p. ton	13	10	0	Ditto, sheet	19	15	0
Ditto, at works	12	10	0	Ditto, red lead	20	0	—

* At the works, 1s. to 1s. 6d. per box less.

REMARKS.—There has been, if anything, rather more disposition to do business in the Metal Market during the past week, and though the orders have not been by any means extensive, yet it appears rather more favourable than it did, and there is more hope of matters taking a more encouraging turn ere long. The late mail from India, unfortunately, brought hardly any orders, which has, consequently, prevented the market presenting that decided improvement which otherwise would have been the case; it is, however, to be hoped that this paucity of orders will be made up in future mails, as it is very important to the metal trade to have a good business doing with India, which generally is such a very good customer. Prices still continue without any material change, although in the cases of one or two metals there is evidently a greater firmness being manifested, and it only requires an improved demand to spring up in order to cause a decided advance to take place. In one case, however, a reduction in prices has been announced, but, as the article had been previously selling at the reduced prices, this is not of much importance, and it is only placing them officially at what they were in reality. It is rather surprising that with the present easy condition of the Money Market, and the favourable aspect of political affairs, business should still continue in such an unfavourable condition; we trust, however, that a change for the better will occur before long, and that we shall be enabled to report a much more satisfactory state of the metal trade. It is very fortunate that at the present time there is nothing in the state of continental affairs, or in our relations with America, to retard any improvement in commerce when it rises.

COPPER.—The market has remained very quiet throughout the week, and transactions have been only limited. Ore is now quoted at 13s. 6d. to 13s. 9d. per unit, and Chili bar at 67l. 10s. to 68l. per ton, cash.

IRON.—In Staffordshire, now that it has been decided to adhere to existing prices for another quarter, it is anticipated that the demand for exportation will be well maintained. The home trade is still inanimate, but a more hopeful tone in regard to the future prevails than after the last Quarterly Meeting, especially as the shipping season has opened more favourably than had been expected. In Welsh the confirmation of old list prices was generally anticipated, and under present circumstances no other course could have been adopted. The exports to the Russian and American markets continue large. Continental enquiries remain about the same, but as the Belgian and French houses are reported to be full of engagements, additional contracts are looked forward to on continental account. The home demand is expected to improve as the new quarter advances, stocks being everywhere low, and the cheapness of money will, it is believed, induce more extensive purchases to be made. In Sweden iron there is, again, an active demand, and a very good business in being done. In Scotch pig-iron the market has been quiet during the week, and prices have varied but little, the last prices received from Glasgow being 50s. 6d. cash, and 50s. 9d. one month.

LEAD.—The market has remained dull, and only a limited amount of business has been done; prices are still easy.

TIN.—On Saturday last a reduction in English was announced by the smelters of 4l. per ton, making present prices 123l. for blocks, 124l. for bars, and 131l. for refined. As, however, sales had been previously made at about these prices, little alteration has really been made. Straits has rather improved in price, and business has been done to a limited extent at 130l. cash, the present quotation being 130l. to 131l. cash. In Holland the stock of Banca in warrants on June 30 was 96,569 slabs, against 95,872 slabs same time last year, and the arrivals towards next sale were 37,167 slabs, against 66,966 slabs same time last year.

SPELTER.—The market has not been at all active; the present quotation for parcels on the spot is 20l. 10s. to 20l. 15s. The stock in London on June 30 was 1281 tons, being a decrease of 29 tons during the month.

TIN-PLATES.—There is an absence of buoyancy, which is attributable to the avoidance of business at the end of the quarter.

STEEL AND QUICKSILVER without change.

THE IRON TRADE.—(Griffiths' Weekly Report).—The Iron Market continues quiet, with a marked absence of large specifications on the market for general kinds. The inactivity observable here may, perhaps, in some measure be traced to our proximity to the Birmingham Quarter Day, the usual period at which the exhausting stocks in merchants' warehouses are replenished. The buoyancy of the market for railway bars continues unabated, all the mills in this department having a full summer's work before them, and although buyers are in several instances anxious to make arrangements for further contracts, we have no business of importance to report this week in railway bars. The North Staffordshire Ironmasters held their Quarterly Meeting, at the Railway Hotel, Stoke-upon-Trent, on Thursday. The meeting decided to leave the price of iron unchanged for the present. The revenue returns, published this week, are looked upon with satisfaction by business men in the City, and all things considered, although the price of iron is to remain at the present low rate, more favourable prospects are still entertained for the trade as the summer advances. The market for tin-plates continues dormant; the small orders coming to hand run mostly on coke brands for the American market.—75, Old Broad-street, London, July 3.

THE COPPER TRADE.—Messrs. Pitcairn-Campbell and Co. (Liverpool).—The market continued firm up to June 24, when on telegrams being received that the charters for the fortnight ending May 16 were 2100 tons, a reaction occurred, and we close flatly at our quotations. The business transacted during the fortnight comprises on the spot here, 324 tons bars at 67l. 15s. to 68l. 2s., and 11 tons ingots at 72l. 10s. To arrive here, 325 tons bars at 68l. 10s. to 70l., and 450 tons regulus at 13s. 9d. On the spot at Swansea, 333 tons ingots at 72l. 10s. to 74l., 448 tons bars at 67l. 15s. to 68l. 15s., and 1210 tons regulus, partly on private terms and partly at 13s. 6d. to 13s. 9d. per unit. At the Swansea Ticketing 1482 tons of ore were sold, average produce 11½ per cent., average price 12s. 11d. per unit. Quotations are 67l. 10s. to 68l. for bars, 13s. 6d. to 13s. 9d. for regulus, 73l. for Urmeneta ingots, 14s. 6d. nominally for Barrilla. Arrivals here during the fortnight from West Coast, S.A.—Malpa, from Valparaiso, 156 tons bars; Lebu, from ditto, 90 tons bars; Deva, from ditto, 370 tons bars; Zadiok, from ditto, 63 tons bars; Cusco, from Chacaral, 600 tons regulus; Swansea, Hecla, from Carrizal, 600 tons regulus; Kappa, from Huasco, 790 tons regulus; Glenudal, from Chacaral, 750 tons ore; Caldera, from Guayaacan, 375 tons bars, 325 tons ingots; Rose of England, from Bolivian Ports, 605 tons

ores. Stocks of copper (Chilian and Bolivian) in first and second hands, likely to be available, are—

Ores. Regulus. Bars. Ingots. Barrilla.

Liverpool .. 1125 .. 650 .. 5584 .. 540 .. 120

Swansea .. 5360 .. 5979 .. 1068 .. 1056 .. 222

Total .. 6385 .. 6629 .. 6652 .. 1696 .. 342

Representing about 12,800 tons fine copper, against 8700 tons June 30, 1886; 8200 tons June 30, 1887; 10,600 tons June 30, 1886.

Messrs. Vivian, Younger, and Bond—Copper throughout the week has shown many signs of general depression, and though values have not altered to any considerable extent, the want of demand is greatly felt. Australian kinds must be quoted a trifle lower. A few sales in hill bars have taken place at from 67l. 10s. to 68l. cash, and 69l. with extended prompt. A small quantity of regulus was sold at 13s. 6d., and two cargoes to arrive at 13s. 9d. At the ticketing held at Swansea on the 29th ult. 1482 tons of ore were sold at an average of 12s. 11d. per unit, being a slight advance on the price at the previous sale. Telegrams have been received to-day from New York, advising charters for the fortnight ending June 2 as 960 tons in bars and ingots, and 450 tons fine in ores and regulus. The stock in Chili waiting charters is advised as 2000 tons of fine copper, against 6200 tons same time last year.

Messrs. James and Shakspeare—The Chili mail arrived on Tuesday, and confirmed the charters for the first fortnight in May as equal to about 2100 tons pure copper. The Swansea ticketing went off at 12s. 11d. per unit, the produce of the whole sale being only 11½ per cent. By private contract ore and regulus of good percentage have sold at 13s. 6d. per unit. The transactions in bars since Friday have been small, and though prices are about 10s. to 15s. per ton lower than they were ten days ago yet there is no disposition to operate at the decline; on the other hand it cannot be said that much copper is offering for sale at the reduction. In fact, considering the very large quantity advised from Chili during the present year, it is surprising how well the quotations have been maintained, and there is evidently a general opinion that 67l., or near thereto, is about the lowest figure we are likely to see for bars. Judging from the demand from the home trade, the present low prices would seem to have greatly stimulated the consumption, and though supplies are coming in on so extensive a scale, the stocks in the various ports do not as yet show a commensurate increase. For one purpose alone—the manufacture of military cartridges—there is a great and ever-increasing demand: it is not possible to estimate, with much exactness, the quantity required, yet from such sources of information as are at our command we place the consumption of the various European Governments for that purpose at fully 4000 tons per annum, whilst two or three years ago their wants could scarcely have been a tithe thereof. In Chili ingots a fair business has been done at 74l., delivered in Birmingham. No transactions are reported in Australian sorts, but prices remain unchanged. English descriptions are steady and command full rates, but the enquiry for some days past has been small, and smelters have accepted the orders offered, though they would have booked no large parcels at the official quotations.

The dulness of the MINING SHARE MARKET, which we have had to comment upon for several weeks in succession, was made worse on Monday by the unexpected fall of 4l. per ton in tin. This fall took the miner by surprise, because it was understood that the stock of tin in the hands of the smelters had been very much reduced, and the demand had been good on the part of the consumer. But it would appear that "bulls" and "bears" are not confined to the share markets; they flourish, it is said, the "bears" particularly, in the metal trade, and the late drop in tin was owing entirely to speculative sales. We are, therefore, glad to observe a movement on the part of managers and pursers, aided by the adventurers in Cornwall, to counteract, if possible, so mischievous a combination.

The Standard for copper ore at the weekly sale on Thursday advanced 1l. 15s. per ton.

Among the few shares dealt in have been East Lovell, East Caradon, Van, Van Consols, Don Pedro, Frontino, Prince of Wales, Great North Laxey, Wheal Buller, Chontales, Chiverton Moor, Wheal Grenville, Wheal Uny, West Chiverton, Tincroft, South Condurrow, Wheal Vor, Wheal Chiverton, and a few others. Bedford Consols, 15s. to 17s.; Bedford United, 35s. to 40s.; Carn Brea, 11 to 13; Chiverton Moor, 2½ to 3½; Cook's Kitchen, 12½ to 13½; Devon Great Consols, 150 to 160.

Providence Mines, 33 to 35, ex div.; at the meeting, held on the 30th, the accounts showed a profit on the quarter of 1766l. 5s. 2d., and a balance in hand of 2033l. 6s. 8d. A dividend of 1l. 10s. per share was declared, leaving 353l. 6s. 8d. in hand. In the above accounts 500l. were charged on account of a steam-whim. The prospects of the mine continue very satisfactory, and, on the whole, have slightly improved. The dividends paid by the mine since 1848 have been 100,380l. Prince of Wales, 23s. to 25s.; both the 65 east and west are in cross-courses at present. East Lovell shares advanced from 10 to 12½, 13; the north lode, below the 70, at the shaft, is reported worth 200l. for length of shaft; the south lode is worth 45l. per fm. A new discovery has been made 200 fms. west, which is considered very important. New Lovells declined to 25s., 30s., but leave off 30s. to 35s. Drake Walls, 16s. to 18s.; Dolcoath, 100 to 125; East Caradon, 7½ to 7¾; East Carn Brea, ¾ to 1. Don Pedro, 4½ to 5; the advices give a produce for April of 18,170 oits. Frontino and Bolivia shares declined from 25s. to 21s., when it became known there was a delay in the receipts of the usual advices, but the shares rallied again, and leave off 23s. to 25s. East Gunnislake and South Bedford, 20s. to 30s. East Pool, 7½ to 7¾; Frank Mills, 3½ to 4; Great Laxey, 18 to 19.

Great North Laxey, 1 to 1½; the mine has sampled 40 tons of lead ore. Great North Downs, 35s. to 40s.; Great Western, 2 to 2½. Great Rock, 7½ to 9½; we understand the operations are being carried on with all speed, and the new discovery continues to produce good stones of lead. A new 40-foot water-wheel is in course of erection, to work the lead already laid open. Herodsfote, 43 to 45, ex div.; Marke Valley, 8½ to 8¾; North Croft, 14s. to 16s.; North Roskear, 5 to 7; North Treskerby, 11s. 6d. to 13s. 6d.; Rosewall Hill and Ransom, 25s. to 30s.; South Caradon, 350 to 375; South Frances, 13 to 15; Tincroft, 15 to 16; Trumpet Consols, 22½ to 23; West Chiverton, 46 to 48; West Drake Walls, 6s. 6d. to 8s. 6d.; West Frances, 49 to 51; West Great Work, 3 to 4; West Seton, 175 to 185; West Kitty, 2s. 6d. to 3s. 6d.; Wheal Buller, 13 to 14; Wheal Chiverton, 3½ to 3¾; Wheal Grenville, 47s. 6d. to 52s. 6d.; Wheal Kitty (St. Agnes), 4½ to 5; Wheal Margaret, 8 to 10; Wheal Mary Ann, 14 to 16; Wheal Trelawny, 6 to 7; Wheal Uny, 3½ to 3¾. East Grenville, 4 to 4½; the 55 east is worth 2½ tons of ore per fathom; lode in rise, 2 tons. Van Consols, 2½ to 3½; Taquaril, 3s. 6d. to 5s. prem.; Elbury, 7s. 6d. to 12s. 6d.; Caldbeck Fells, ¾ to 1½; West Caradon, 4½ to 5½; Yudanamutana, 1½ to 2.

On the Stock Exchange during the week a much more animated business has been transacted in shares in foreign mines than for some time past, and British mines have been dealt in to a considerable extent. The most notable movement has been in Del Rey, Don Pedro, United Mexican, Frontino, and Van. At Don Pedro the discovery of a new line of gold-bearing rock has been made, and the report and returns otherwise are satisfactory; shares have risen to 4½ to 4¾, and were at one time as high as 4½ prem. An improvement is also reported in United Mexican, shares advancing to 2½, 3. Taquaril are good at 4s. to 5s. pm. General-Brazilian, 4s. to 5s. pm. Port Phillip, 1½ to 1¾; Rossa Grande, ¾ to 1 prem. St. John del Rey shares have risen to 16½, 16¾; the advices exhibit an improved produce and better prospects. Frontino, 23s. 6d. to 24s. 6d.; advices are expected in about ten days' time, and are anticipated to be of an improving character. Shares are in demand. Anglo-Brazilian, par to 1-16th prem.; Van, 37 to 38 ex div. The mine continues to open in a manner exceeding the most sanguine expectations. Great Laxey, 18 to 18½, ex div.; Great Vor, 14 to 14½ ex div.; West Chiverton, 46½ to 47½. East Lovell shares, consequent on an improvement in the mine, have risen to 12, 13; Prince of Wales, 23s. to 25s.

IRISH MINE SHARE MARKET.—Irish mines were firm this week, although dealings were confined to the two leading establishments, Wicklow Copper Mining Company's shares (2l. 10s. paid) brought on an average 10l.; and the Mining Company of Ireland (7l. paid) 10l. 10s., including the expected dividend; but to-day (Thursday) they have risen to the same figure, ex dividend. This, the Mining Company of Ireland, held a half-yearly general meeting on Thursday, July 1, of which we intend giving a further report next week. The accounts show, notwithstanding the depression of the prices for minerals, a net profit of 4800l. 8s. 6d. for the half-year ending May 31 last, and with the balance from last half-year of 283l. 1s. 4d., a total credit balance of 5083l. 9s. 8d., out of which the shareholders authorised the directors to pay a dividend at the rate of 6 per cent. per annum, free of income tax, leaving 883l. 9s. 8d. to the credit of next half-year's profit and loss account. On Knockmahon Copper Mines Captain Craice has been making explorations, with satisfactory results. In reply to a shareholder's enquiry, the company's solicitors

mentioned that the pending dispute relating to the Berehaven Mines would be tried in November next.

During the quarter ending June 30, the quantity of copper ore, the produce of Cornwall and Devonshire, sold at the Cornish Ticketing, was 24,030 tons, which contained 1630 tons 11 cwt. of fine copper, and realised 99,573/13s., being equal to an average of 4/2s. 10d. per ton of ore, and 61/1s. 4d. per ton of copper in the ore. During the same period the British, colonial, and foreign ores sold at Swansea amounted to 9924 tons, which contained 1406 tons 19 cwt. of fine copper, and realised 95,208/3s., being equal to an average of 9/11s. 11d. per ton of ore, and 67/13s. 6d. per ton of copper in the ore. The average produce of the ore sold at the Cornish Ticketings was 6 1/2 per cent., whilst that sold at Swansea gave an average produce of 14 3/16 per cent. From this it will be seen that the aggregate sales by ticket were 33,954 tons of ore, containing 3037 tons 10 cwt. of fine copper, and realising 191,781/16s. The subjoined is a summary of the periodical sales at the Cornish and Swansea Ticketings respectively. The ore sold at the Cornish Ticketings were—

Date.	Stand.	Prod.	Per ton.	Per unit.	Tons.	Fine cop.	Amount.
April 1..	£106 1..	6 1/2..	£3 19 0..	12s. 6d..	2083	131 13	£ 8,235 2 6
" 8..	108 18..	6 1/2..	3 14 0..	12 6..	1884	81 19	5,120 10 6
" 22..	109 3..	6 1/2..	4 0 0..	13 1..	2826	177 11	11,607 8 0
" 29..	98 1..	8 1/2..	5 5 6..	12 11..	1606	131 8	8,176 3 6
May 6..	101 10..	6 1/2..	4 6 0..	12 4..	1859	128 19	7,979 9 0
" 20..	104 11..	6 1/2..	3 18 0..	12 3..	3617	229 9	14,044 18 0
" 27..	93 3..	8 1/2..	4 16 6..	11 10 1/2..	2475	201 2	11,931 7 0
June 3..	100 3..	6 1/2..	3 16 6..	11 7 1/2..	2131	139 12	8,118 5 6
" 10..	102 13..	6 1/2..	3 10 6..	11 6 1/2..	1443	88 7	5,099 11 6
" 17..	105 3..	6 1/2..	3 11 6..	11 10 1/2..	2718	163 6	9,697 4 6
" 24..	93 17..	8 1/2..	5 1 6..	12 2..	1888	157 5	9,563 13 0

Total for the quarter	24,030	1630 11	£99,573 13 0
Quarter ending March, 1889	21,870	1475 11	£96,464 1 0
Quarter ending December, 1888	28,786	1967 17	£121,335 3 0
Quarter ending September, 1888	28,414	1852 9	£112,064 3 6
Total for the year	103,100	6924 8	£430,437 0 6
Showing a quarterly average of	25,778	1481 2	£107,609 5 1
Corresponding quarter, June, 1888	31,644	2026 9	£141,281 0 6

The ore sold at the Swansea Ticketings was—

Date.	Standard.	Prod.	Per ton.	Per unit.	Tons.	Fine cop.	Amount.
April 20..	£93 9 0..	15 1/2..	£10 19 0..	14s. 3d..	3082	473 17	£ 33,750 15 0
May 4..	91 15 6..	14 1/4..	9 17 4..	13 10	1404	200 1	13,857 8 0
" 25..	87 0 6..	18 1/2..	11 18 0..	13 1	1526	279 12	18,220 13 0
June 15..	86 15 6..	11 1/2..	7 5 5 1/2..	12 8	2853	318 3	18,086 0 0
" 29..	87 19 0..	12 1/2..	7 18 7..	12 11	1424	167 6	11,293 5 0

Total for the quarter	9924	1406 19	£95,208 3 0
Quarter ending March, 1889	4420	620 1	£44,671 0 6
Quarter ending December, 1888	6070	923 0	£63,757 0 6
Quarter ending September, 1888	10572	1477 11	£100,875 7 6
Total for the year	30986	4427 11	£304,511 10 6
Showing a quarterly average of	7746	1106 18	£76,127 10 6
Corresponding quarter, June, 1888	12397	1883 3	£141,023 10 6

The directors of the NEW GREAT CONSOLS (pursuant to the resolutions passed at special meetings) have agreed to issue 5000 new shares of 1/ each, in order to complete the development of this extensive property, and to admit of the same being worked upon an efficient and economical scale. It is situated upon the same run of lodes as the neighbouring property, the Devon Great Consols Mines. The principal lode on which operations are now being conducted is of great size, and capable of yielding an enormous amount of mineral—the present returns being no less than 450 tons of copper ore and mudiic per month; and it is anticipated that in a few months this quantity will be considerably increased.

Attention was directed in last week's Journal to the successful formation of the PERRAN WHEAL VYVYAN SILVER-LEAD MINE—a property situated in the clay-slate formation of the well-known Chiverton district, and possessing analogous ore-bearing characteristics to the famed Old Shepherds and East Wheal Rose. It may now be added that some stones of silver-lead have been forwarded to the office, which upon assay yielded an unusually high percentage of silver.

The following dividends were declared during June:—

Mine.	Per share.	Amount.
Great Laxey	£ 9 10 0	£ 7,400 0 0
Dolcoath	12 0 0	4,296 0 0
Van	0 5 0	3,000 0 0
Great Wheal Vor	0 10 0	2,954 0 0
West Wheal Seton	5 0 0	2,000 0 0
Providence	1 10 0	1,680 0 0
Herod-foot	1 10 0	1,536 0 0
Ding Dong	1 10 0	984 0 0
Wheal Mary Ann	0 15 0	768 0 0
West Great Work	0 2 0	258 0 0
Sparrow Moor	1 0 0	242 0 0
Total		£25,218 0 0

At Camborne Ticketing, on Thursday, 1375 tons of ore were sold, realising 6259/4s. 0d. The particulars of the sale were—Average standard, 98/5s.; average produce, 7 1/2; average price per ton, 4/11s.; quantity of fine copper, 102 tons 4 cwt. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Per unit.	Ore copper.	Amount.
June 10..	1443	102 13 0..	6 1/2..	£3 10 6..	11s. 6 1/2d.	237 14 6	£ 7,400 0 0
" 17..	2718	105 3 0..	6 1/2..	3 11 6..	11 10 1/2..	59 7 6	44,671 0 6
" 24..	1888	93 17 0..	8 1/2..	5 1 6..	11 11	59 11 0	63,757 0 6
July 1..	1375	98 5 0..	7 1/2..	4 11 0..	12 9	63 13 0	100,875 7 6

Compared with last week's sale, the advance has been in the standard 1/15s., and in the price per ton of ore about 2s. 6d. Compared with the corresponding sale of last month, the advance has been in the standard 5/4, and in the price per ton of ore about 6s. 6d.

At the Swansea Ticketing, on Tuesday, 1424 tons of ore were sold, realising 11,293/5s. The particulars of the sale were—Average standard for 9 per cent. produce, 87/19s. 0d.; average produce, 12 1/2; average price per ton, 7/18s. 7d.; quantity of fine copper, 167 tons 6 1/2 cwt. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Per unit.	Ore copper.	Amount.
May 26..	1532	£87 0 6..	18 1/2..	£11 18 9..	13s. 1d.	255 9 0	£ 33,750 15 0
June 15..	2488	86 15 6..	11 1/2..	7 5 5 1/2..	12 8	63 4 3	13,857 8 0
" 29..	1424	87 19 0..	12 1/2..	7 18 7..	12 11	67 10 0	18,220 13 0

Compared with the last sale, the advance has been in the standard 1/6d., and in the price per ton of ore about 2s. 10d. On July 20 there will be offered for sale 2834 tons, from Knockmahon, Berehaven, Cape, Cuba, Wallaroo, Ballycummisk, Cobre, and elsewhere.

The prices of Metal and Tin Ores were reduced on June 25, and are now as follows:—Metal: Common, 123s.; refined, 131s.—Ores: Common, 110s.; superior common, 111s.; fine, 112s.; superior fine, 116s.

At Providence Mine meeting on Wednesday, the accounts for the three months ending April showed a credit balance of 2933/6s. 8d. The profit on the three months' working was 1766/5s. 2d. (after charging about 600/0 on account of steam-whim, man-engine, &c.) A dividend of 1680/0 (11/10s. per share) was declared, and 353/8s. 8d. carried to credit of next account. Referring to the resolution passed at the last meeting respecting the erection of a man-engine, the lords have been consulted, and they, knowing the important works regularly carried on in the mine for its permanency, have granted a renewal of the sets for 21 years. A bonus of 50/0 was presented to the agents with a vote of thanks for their steady and undivided attention to the various points of operation. They are making preparation for the erection of the new whim and man-engine, and hope to have it at work in about four months from this time. The prospects of the mine continue very satisfactory, and, on the whole, there is a slight improvement. They have about the usual number of hands employed.

At Carn Brea Mine meeting on June 17 (Mr. Louis Vigurs in the chair), the accounts for the year ending December showed a loss of 865/7d., but the committee are enabled to congratulate the adventurers on the improved prospects of the mines, remarking that although the accounts show an apparent loss of 865/7d. on the working of the year 1888, this sum forms but a small portion of the money that has been spent in preparing the Highburrow East shaft for an engine-shaft, opening up ground, and making other preparations for the more full development of these extensive mines. From these operations the committee trusts that the adventurers will shortly begin to derive some benefit, though much remains to be done, and therefore some time must elapse before all the anticipated advantages can be realised. The tin raised in 1888 amounted to 421 tons, against 415 tons in 1887; the money produce in 1888, being 24,212/0, against 21,809 in 1887. The quantity of copper ore raised in 1888 was 2845 tons, producing in money 11,552/0, against 1895 tons, which realised

7451/0 in the previous year. The agents' report shows that there is a prospect of these quantities being further increased, and while the average price obtained for the tin sold in the year 1888 was 57/10s. per ton, the last parcel sold realised 70/10s. per ton. The agents' report is satisfactory, inasmuch as it shows that the improvement is in the mines generally, and not confined to the Highburrow lode only.

At Maudlin Mine Company meeting, at Liverpool, on Thursday, the accounts showed a debit balance of 663/15s. 9d., and a call of 5s. per share was made. The secretary (Mr. Cardozo) read a special report from Capt. Nancarrow, which was considered most encouraging, and which concluded as follows:—"I consider the chances of success in the undertaking great, and the outlay or risk attending it very small, and, therefore, strongly recommend it." The report of the agent (too long for insertion here), which was also deemed satisfactory, was ordered to be printed and circulated among the shareholders, as well as the resolutions and accounts. The details of the meeting have reached us too late for insertion in this week's Journal.

At Port Phillip and Colonial Gold Mining Company meeting, on Wednesday (Mr. H. Moor in the chair), the amended clauses in the Articles of Association were (with some few unimportant alterations) approved and adopted. Details in another column.

At the Sao Vicente Gold Mining Company meeting, on Wednesday (Mr. Henry Haymen in the chair), the report and accounts were received and adopted, and the directors were authorised to increase the capital of the company to the extent of 50,000/0, by the issue of 50,000 shares. It was explained by the Chairman that although this power had been obtained there was no immediate attention on the part of the board to issue the new shares. Details in another column.

At the Yudanamutana Copper Mining Company of South Australia meeting, on Monday (Mr. H. Hills in the chair), the accounts were merely received, upon the recommendation of the Chairman, who stated that there was an item of 1400/0, in regard to which some doubt was raised by Mr. Hills, the professional accountant engaged by the board. The discussion resulted in the adoption of a resolution by which the consideration of the accounts was adjourned till the board had received further reports thereon from the colony. A resolution was passed to reduce the number of directors to four, and their remuneration to 250/0, or such other sum as shall be determined, but that they shall be paid 500/0 per annum when a dividend of 10 per cent. has been fairly earned and paid to the shareholders. A special meeting will have to be convened to carry this resolution into effect. Details in another column.

A meeting of the Joint-Stock Coal Company (Limited) was held at Badley's Hotel, on Wednesday, when the half-yearly report was unanimously adopted, and also a vote of confidence and thanks passed to the present Chairman and directors for their past services.

COAL MARKET.—The fresh arrivals this week number 108 ships. The market continued a steady business in all descriptions of coals at last week's prices. Hetton Wallend, 17s. 6d.; Haswell Wallend, 17s.; Tees Wallend, 16s. 6d.; Russell's Hetton Wallend, 15s. 6d.; Stewart's Wallend, 16s. 3d.; Framwellgate Wallend, 15s.; Hawthorn Wallend, 14s. 9d. Unsold, 10 cargoes; 20 ships at sea.

CORNWALL HEMATITE COMPANY.—The agent writes that "the iron lode is looking well, and still going larger." The company will evidently prove a great success to the shareholders.

MINING IN THE NORTH OF CORNWALL.—A few weeks since a correspondent called attention to the rich and comparatively neglected mineral district of St. Leonards and Endellion, in the north of Cornwall, mentioning two mines of great local repute—Old Treburget, and the silver-bearing lode discovered by the late Capt. Verran at Bound's Cliff. Fresh explorations have lately been made at these mines, and they have been inspected by Mr. David Forbes, F.R.S., Mr. J. H. Hitchens, and Capt. S. Bennett, who report most favourably of their future prospects. At Bound's Cliff Mr. Forbes broke samples of silver ore (polytellurite), which on assay by him produced respectively 160 and 78 oz. of fine silver per ton, along with some gold. The copper prices in the lode also contained 32 oz. 13 dwts. 5 grs. of silver per ton, notwithstanding that the sample assayed was selected so as to be free from any admixture of silver ore.

PRINCESS OF WALES.—There has been a further improvement in this mine during the past week, and little doubt is entertained but it will be a great prize. The lode is near at hand, and unmistakable signs are being given of its being rich when cut into.

DEVON GREAT CONSOLS.—At the meeting of the Old Miners' Club, at Tavistock last week, Mr. J. H. Gill (the Chairman) expressed a hope that mining, which was at present in a depressed state, would return to its former prosperity. He had been an adventurer over 60 years, and he well remembered a mine in the neighbourhood languishing for want of funds, which were advanced, and the mine afterwards returned above 100,000/0 in dividends. With regard to the Devon Great Consols, it had paid above 1,000,000/0 in dividends, and he hoped the mine would continue until that sum was doubled. As a magistrate, he bore testimony to the moral and religious propensities of the working miner. —Capt. Jas. Richards, referring to Devon Great Consols, said there were many important points to come off, which they were now doing their best to develop. They had still an enormous quantity of reserves, which, with their present prospects, would be sufficient to pay handsome dividends for some years to come, and miners would still be able to get good wages.

COPPER AGENCY, &c.

A GENTLEMAN, connected for many years with the Copper Trade in a large and important manufacturing town, is DESIROUS OF ACCEPTING AGENCIES for the SALE of THIS as well as OTHER METALS, &c.

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WANTED, an AGENT, thoroughly competent to UNDERTAKE the MANAGEMENT and DEVELOPMENT of IRON MINES. Address, with references, and stating salary expected, "Manager," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

PARTNERSHIP.

WANTED, in place of a deceased partner, in a LONG ESTABLISHED IRON FOUNDRY, BOILER YARD, and ENGINE FACTORY, in the heart of a very populous and busy mining district, a Gentleman with £10,000 at command, and THOROUGHLY QUALIFIED to MANAGE the MECHANICAL DEPARTMENT with the aid of his partner, who will be often called to travel at home and on the Continent on the firm's business.

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WANTED.—A WATER-WHEEL, from 40 to 60 ft. diameter.—Apply to W. W. ABBOTT, Esq., No. 26, Bedford-row, London; or Mr. GEORGE RICKARD, Wenford, Bodmin.

WANTED TO BUY.—OLD MOSQUITO POYAIAN LAND GRANTS; also MOSQUITO LAND GRANTS. Certificates of award, State number, and very lowest price, to "Poyais," Post Office, Hull, Yorkshire.

NEW GREAT CONSOLS, and PENHALE UNITED SILVER-LEAD MINING SHARES.—WANTED, an OFFER for FIVE HUNDRED of each.

Apply, "L. S. D.," care of Mr. Mattinson, 107, London Wall, London.

CHINA STONE QUARRY FOR SALE, in ST. STEPHEN'S, CORNWALL.

Address, "C. C. S.," Post Office, New Quay, Cornwall.

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FOR SALE.—EIGHT BRITISH AMERICAN LAND SHARES, at £21 per share (44 paid up on each). Dividends annually declared, with prospect of large increase or value in land to the amount paid up.

Apply at 62, St. Martin's-lane, Charing-cross.

FOR SALE.—A FEW £10 SHARES (fully paid-up) IN THE TRUST AND AGENCY COMPANY OF AUSTRALASIA, at £10 10s.; and TWENTY SHARES OF THE REAL ESTATE MINES, at £10 10s. Letters to be addressed to "D. T.," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

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TO BE LET, SITES FOR MANUFACTORIES AT SEAHAM HARBOUR.—Seaham Harbour offers every advantage to Manufacturers desirous to ESTABLISH WORKS. GLASS, IRON, CEMENT, CHEMICAL and PATENT FUEL WORKS have special facilities offered to them,—ground rents being low, and coals of the best quality, obtainable from pits adjacent to the town, at a moderate price.

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Applications for sites to be made to Mr. WILLIAM FORSTER, Londonderry Offices, Seaham Harbour.

INVESTMENTS IN LEAD MINES.

THE DIVIDENDS paid by LEAD MINES for the year have DOUBLED IN AMOUNT in the last ten years, and are likely to continue to increase. Some of the young lead mines will probably become profitable, and rise greatly in value in a short time. Full particulars, with a MAP of the Cardiganshire and Montgomeryshire districts (including Van, Dyllife, Plynlimmon, East Darren, South Darren, Lisburne, Cwmystwith, Cefn Brynion, and other mines), can be obtained (price 1s.) on application to J. H. MUNCHISON, Esq., No. 8, Austinians, London, E.C.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
June 23—Dyllife	65	12 5 6	Walker, Parker, & Co.	
25—Cargoll	61	17 13 0	Sheldon, Bush, & Co.	
26—Foxdale	100	23 9 6	Burry Port Co.	
28—Bradda	78	12 15 0	Weston & Collinborn.	
—East Logylas	40	11 14 6	Runcorn Smelting Co.	
—Glogfach	40	16 3 6	ditto	
—Cwmystwith	30	11 15 0	Panther Lead Co.	
—Bwadrain Consols	26	11 19 0	{ Burry Port Co. Runcorn Smelting Co.	
—Bwlch Consols	50	14 12 0	Burry Port Co.	

BLENDE.

Date.	Mine.	Tons.	Price per ton.	Purchasers.
June 25—	Cargoll	75	£ 3 8 0	Bagillt Company.
—	ditto	75	3 8 0	Vivian and Sons.

BLACK TIN.

Date.	Mines.	Ts. c. q. lbs.	Price p. ton.	Amount.	Purchasers.
June 22—Pedin-an-drea ..	15	1 3 17 1/2	£	21094 18 6	Carvedras.
26—Wheal Uuy	7	2 3 0	69 13 4	497 5 0	—
—ditto	3	11 3 17 1/2	69 10 0	219 17 2	—
30—Wheal Kitty	5	3 0 22 1/2	72 17 0	376 0 5	—

COPPER ORES.

Sampled June 9, and sold at Swansea June 29.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Berehaven ..	128	8 1/2	£5 2 6	Norwegian ..	93	2 1/2	£2 13 0
ditto ..	75	8 1/2	5 0 0	ditto ..	28	1	Not sold.
ditto ..	70	8 1/2	5 0 0	Wallaroo ..	79	8 1/2	5 4 6
ditto ..	90	7 1/2	4 11 0	ditto ..	78	8 1/2	5 5 6
ditto ..	70	7 1/2	4 8 6	Gwalla ..	12	14 1/2	9 8 0
Knockmahon ..	98	9 1/2	5 14 6	ditto ..	14	8	4 17 6
ditto ..	99	9 1/2	5 13 0	Cobre dust ..	72	16 1/2	11 0 0
ditto ..	134	9 1/2	6 0 0	ditto stone ..	6	28 1/2	19 1 0
Cape ..	53	26 1/2	17 13 0	Copper ore ..	52	8 1/2	5 0 0
ditto ..	29	28 1/2	19 3 6	ditto ..	18	55	57 0 0
ditto ..	8	30 1/2	19 17 6	ditto ..	19	11 1/2	7 2 6
ditto ..	7	35 1/2	24 2 0	Cop. precipit. ..	1	61 1/2	41 2 0
ditto ..	23	29 1/2	19 15 6	Chilian ..	3	37 1/2	24 12 0
ditto ..	49	34 1/2	23 0 0	ditto ..	1	37 1/2	24 12 0
ditto ..	49	34 1/2	23 2 0	ditto ..	1	46 1/2	31 7 6
ditto ..	19	29 1/2	19 7 0	Australian ..	1	41 1/2	27 9 0
Norwegian ..	12	5 1/2	2 18 0				

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Notices to Correspondents.

MOSQUITO LAND SECURITIES.—In the Journal of Oct. 12, 1867, March 14, 1868, and Aug. 15, 1868, you gave some most astounding reports of meetings that had been held respecting Mosquito Land Securities; but not a word is now heard about them. Can any one inform your readers what the committee are doing, or has the committee ceased to exist?—POYALIS.

COLLIERY MANAGERS, AND MINES INSPECTORS.—Is it possible that the Mr. Reuben Plant (who has given a code of laws for the inspection of coal mines) is the Mr. R. Plant who was of the late firm of Philipps (the Bishop of Exeter's son), and Plant, of the Holly Hall and Pensnett Collieries, near Dudley, and near Brierley Hill? If so, how is it that one so deeply versed in coal mines can lend himself to a line of conduct directly opposed to the wishes of the coalmasters? Does he not know that the Coalmasters' Union has again and again declared against any Government inspection? If not, I wish him to know that it is his duty first to understand the views taken by those who represent the trade, and then before going into print argue the subject with them. However, he will do well, in my opinion, to drop the Mines Inspection subject until a future day.—VERITAS: Birmingham, July 1.

MINING IN MEXICO.—The letter from Mr. J. P. Sewell shall appear next week.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, JULY 3, 1869.

BLAST-FURNACES IN SOUTH STAFFORDSHIRE.

Whenever favourable opportunities arise it is very desirable that manufacturing districts should compare their present with their past condition. Such comparisons become alike important and interesting. The occasion of looking retrospectively at the old iron-making district of South Staffordshire now presents itself. Amongst the archives of one of the leading pig-iron manufacturing firms of that part of the kingdom there has just turned up a list of the furnaces in operation in South Staffordshire and East Worcestershire in the year 1839. The return was compiled officially, for the purposes of an enquiry conducted by the Chairman of the Ironmasters' Association of that time; and from it we learn that 30 years ago there were 45 pig-iron making firms in existence in South Staffordshire and East Worcestershire, having amongst them 126 blast-furnaces, of which number 24 were out and 102 were in blast. The produce of pig-iron from these was 310,881 tons in the year, or at the rate of 61 tons per week on the average of each furnace. Of the furnaces in blast only 25 were testing what was then considered the dubious experiment of hot-blast, and there would appear to be good grounds at that time for viewing that novelty with suspicion, as whatever was the saving of fuel by it, the then expensive and troublesome application had only resulted in the production of 66 tons per week in the average from those furnaces to which it had been applied, or an excess of only 2 tons per week upon the average produce of all the furnaces together. We should, however, observe that the highest make one list records—that of 94 tons—was attained at one of Mr. BENJAMIN GIBBONS'S furnaces at Corbly's Hall, from hot-blast.

Of the 45 firms mentioned 23 have become extinct, and of the remainder a considerable proportion are carried on by parties totally unconnected with the proprietors of those days; in fact, only seventeen names occur in the list of firms as published in March this year whose names were in the list of 30 years since. From the list of last March it would appear that there are now 55 firms owning blast-furnaces, having amongst them 174 furnaces, of which 75 are out of blast and 99 are in; but of this number only nine are now blowing with cold-blast, and the remaining 90 with hot-blast. Taking the returns furnished by Mr. ROBERT HUNT, of the Mining Record Office, as the basis of the calculation, it may be estimated that the average weekly produce of each furnace is now about 115 tons, it having been 108 tons a week on the furnaces in blast for the year 1867, the date of the last Government return. Since that time great improvements have been made, some of the more advanced plants reaching an output of 250 tons per week per furnace. Our data show that the number of firms owning blast-furnaces in this district has increased from 45 to 55 during the last 30 years, or 22 per cent.; that the total number of furnaces built has increased from 126 to 174, or 38 per cent.; that the furnaces actually in blast have decreased from 102 to 99, or 3 per cent.; that the actual make has increased from 310,881 tons to about 592,020 tons per annum, or 73 per cent.; and that the average make per furnace has increased from 64 to 115 tons, or nearly 80 per cent.; and the highest average has increased from 98 tons to 250 tons per week, or 155 per cent.

Perhaps, however, the most striking alteration is that which has taken place in the relative proportions of hot and cold blast-furnaces; for whereas in 1839 there was only one hot-blast furnace to three cold, there are now ten hot-blast to one cold blast-furnace. Taking the results as a whole they are creditable to South Staffordshire, for they evidence very considerable progress, especially when the enormous saving in the consumption of fuel per ton of pig-iron produced effected during the period is taken into account. South Staffordshire has, nevertheless, much to learn and much to accomplish in the way of increased production per furnace, and in economising fuel. The waste gases must be completely utilised throughout the district, the blast must be heated no longer to a temperature only just sufficient to melt lead (i.e., to a temperature ranging slightly over 600°), but it must be made red-hot (i.e., up to a temperature of 1400° or 1500°), the possibility of doing which is now placed within reach by means of WHITWELL'S brick stoves—stoves which have worked so successfully in the North of England that the Consett Company have ordered a second complete set of four, to be applied to a furnace now building, and which will be in blast in December next.

The enormous value of heating the blast to an increased degree may be estimated from the fact that for every ton of materials put in at the top of the blast-furnace there are 3 tons weight of solid air blown in at the bottom through the tuyeres; and anyone may judge of the economy of putting those 3 tons weight of air into the furnace hearth at the higher range of temperature as compared with the lower range, especially when it is found that for every 100° of heat that can be obtained above 1000° there is a distinct diminution of sulphur in the iron—that deteriorating element passing off in the slag apparently to a larger extent when the blast is so heated.

We must also learn how to use and apply the closed hearth system, invented by LURMAN, and now in successful operation in most of the German furnaces. Further, we must adapt our furnaces for smelt-

ing the Oxfordshire and Northamptonshire ores, which are quite as abundant as those in the Cleveland Hills. They contain on the average a larger percentage of iron, and can be delivered to the furnaces of the district nearly at the same low cost per ton.

The range for economy is still so great in South Staffordshire that there should be nothing whatever to discourage the blast-furnace proprietor there as to the future. He has only to bring himself abreast of the economies achieved in other districts, which he may easily accomplish, and the natural advantages of his position are still so great that he may confidently anticipate a prosperous future of very many years duration.

THE HARTLEY FUND IN SOUTH STAFFORDSHIRE.

We ventured to call attention some time ago to a proposal, which was then looked upon as all but a decision, to apply to the extension of the South Staffordshire Hospital, at Wolverhampton, the surplus of the Hartley Relief Fund allotted to the South Staffordshire and East Worcestershire district. Everyone will at once admit that the institution to which it was desired to hand over this money is a most excellent one; and no doubt its promoters, in common with those of most similar philanthropic enterprises, find it sufficiently difficult to obtain the funds they require to give full effect to their benevolent aims. But their claim to the possession of this surplus has little foundation. In truth, if hospitals be entitled to it, those at Dudley, Walsall, and West Bromwich might well claim to share it, for Wolverhampton lies on the edge of the coalfield. The suggestion of a miners' wing has not much force or reality, for probably this class make no greater claim on the benefits of the hospital than many others.

The analogy of the object for which the fund was raised best indicates the true principle which should guide its application. A terrible accident had deprived of life a number of hard-working men, and had bereft of their supporters many humble homes; and the public sympathy, deeply stirred, poured forth bounty freely to mitigate the blow. But weekly, and almost daily, by fire, by falls, and by various accidents incident to the miner's calling, wives are made widows and children orphans; and have not these solitary cases, which are most numerous in the aggregate, a like claim for help with those where men perish in a crowd? It is here that the true application of this fund is to be found; and so long as such a pressing and so clearly proper direction for its bestowment exists no such remote, though in itself excellent, object should be considered as the extension of a hospital.

We have always urged that the wisest means of employing the money would be to make it the centre or the guarantee fund of a local association for relieving distress caused by accidents in mines. It is thus that charity performs its greatest benefit. Can no one be found who will organise in South Staffordshire a Miners' Association against accidents, which, constituted on a fair and safe scale of contributions by masters and men, should, with this fund as a back-bone, secure some provision against those accidents which sacrifice the lives of so large a part of our mining population? We trust Mr. SMITH will see his way to such a scheme, and, should he do so, we cannot doubt that his co-trustees will unite with him in making this fund the foundation stone of an institution which will not only relieve distress and prevent the growth of pauperism, but will develop prudence and forethought amongst the mining population, and form a new bond of benefit and wise help between masters and men.

We cannot believe that the trustees of the fund will disregard these considerations, backed, as they are, by the strong approval of the miners themselves, who may in such case, with their strong affection for those dependent upon them, be safely trusted to judge of their real interests.

DEVELOPMENT OF THE MINERAL WEALTH OF WALES.

The inexhaustible deposits of ironstone, anthracite, fire-clay, limestone, &c., in the Gwendraeth Valley, Carmarthenshire, is almost proverbial, and it may now be said to be in a fair way of being developed, a railway from Gwendraeth to Barry Port having now been completed. The project was first brought into notice more than ten years since, but owing to the apathy of the local landowners it remained in abeyance until within the last twelve months. On Sept. 21, last year, the first sod was cut, and the line has now been opened to Pontyberem, a distance of 11 miles, chiefly on the bed of the old Gwendraeth Valley Canal. The survey having been made by Mr. HENRY ROBINSON, C.E. (of Messrs. SHELFORD and ROBINSON, of 7, Westminster Chambers, the engineers of the line), a contractor was found in Mr. F. FURNESS, of Havant, Hants, who advanced the whole of the money for making the line, upon certain conditions; and the properties of Lord DYNEVOR, Earl CAWDORE, Lord ASHBURNHAM, Messrs. LEWIS MORRIS, ASTLEY THOMPSON, R. JENNINGS, J. H. REES, COL. STENEY, Rev. D. PARRY THOMAS, and others, have eventually become open to railway communication, and the resources of the valley of Gwendraeth will be made more apparent from the facilities for development which the new line will offer. It is proposed forthwith to extend the line two miles further, to Gwm Mawr, and at no distant date direct communication will doubtless be established with the North and Midland Counties.

The line throughout has been constructed in a most substantial manner, and reflects great credit upon both engineers and contractor. It meets all the requirements of the Board of Trade for passenger traffic, with the exception of the stations, which are not at present made, as it is intended at first to work the line for goods traffic only. In carrying out the works the arrangements as laid down on the parliamentary plans and sections have been departed from, in order to make better gradients and easier curves; and this has been done, we are informed, at a less cost than was anticipated when the construction of the line was first contemplated. This is a very satisfactory result, as engineers' estimates are, as a rule, exceeded rather than the reverse. With respect to the gradients, we may say that there is nothing worse than 1 in 100 against the load, except a short length at the Pwll Junction of 1 in 75; and with respect to the curves, with one exception, the sharpest is 800 ft. radius, which is an easy curve. The total length of the line constructed is 11 miles, and the total cost of the works is less than 30000 per mile. The manner in which the difficulties connected with the construction of the line have been overcome is admirable. During the nine months the line has been in course of construction the rainfall has been unusually great, and the floods exceedingly heavy, yet no permanent injury has resulted, the precautions having in all cases proved thoroughly effective.

The arrangement of the line for business purposes is all that can be desired. At Barry Port the line is carried on an embankment about 13 ft. above the level of the wharf, adjoining the East Dock, with which it will be connected by shipping stages, the high level being necessary to enable the coal to be shipped under every condition of tide and vessel. It is intended to adopt improved tipping apparatus at these stages to expedite the trade at the port. The line is carried parallel to the old canal, along the West Dock, towards the South Wales Railway bridge, which is passed under, the bridge having been underpinned for that purpose. This has been done in a most successful manner, not the least sign of subsidence being visible. From this point for the first 2½ miles the line is carried in the course of the old canal, but is kept up on the tow-path, to avoid as much as possible the treacherous bottom of the canal; there were some points, however, where this could not be done. Very great difficulty was experienced in making the line good, and in some places it was found necessary to resort to the use of fascines to carry the line over these unsound spots, whilst at others large quantities of copper slag were tipped in to make a good foundation; and by these, and other expedients, the works have been carried out successfully, and an excellent line made. When the line passes under the roads, the old canal bridges have been utilised, where possible; where, however, this was inconvenient, permission was obtained from the Local and County Boards to substitute level crossings, and in some cases the bridges were raised.

The importance of the line to the district can readily be judged of from a reference to the collieries which will be benefited. At four miles from the port it is intended to construct a branch line to the Star Colliery, by which the coal from this and Trimsaran Colliery can be brought down to Barry Port. At 5½ miles it is intended to make a branch line to the Carway Colliery. At Pontyberem, at about eight miles, a siding has been made, to enable the coal from Mr.

EVANS'S colliery, together with the fire-bricks, fire-clay, and coal from Mr. EVERETT'S and the Ffoy Collieries, to be placed on the line; probably it will be found necessary to have a branch line up the Ynysafren Valley. From the lowest level of the line at Barry Port to the turnpike road at Pontyberem there is a rise of 24 ft., which has been overcome in the case of the canal by locks; for these have been substituted easy gradients. Proceeding from Pontyberem, up the valley, at 8½ miles the old canal incline at Pontherby had to be dealt with. The rise here is 63 feet, and the gradients of the railway at this point had to be steepened; these gradients, however, are with the load like the rest on the line. From the top of the incline, for the distance of a mile, the line is level till the Capel Evan incline is reached, when another 50 feet rise had to be overcome. In this case the line has been diverted, and the gradients steepened, by which means the incline has been surmounted, and Pontyberem reached.

The last connection is at Pontyberem, where Mr. WATNEY'S colliery will be put in communication with the line by sidings, and the usual screens, with tips and shoots. The cutting at the Capel Evan incline is through the upper coal measures and rock, requiring blasting. It exhibits an interesting geological section of the strata at this point of the valley. The materials from this, as well as those from the Pontherby cutting, furnish excellent material for ballast. The public road here is carried over the line on a neat and substantial bridge. The total rise from the lowest point of the line, at the port, to the highest point of the line, at Pontyberem, is 131 feet. It is in contemplation to extend the present line to the two collieries of Dr. NORTON, at Cross Hands, and the colliery of Mr. B. JONES, at Gorsgoch. This line will also pass the colliery of the Rev. P. J. MAS, of Cwmawr, and will open up the valuable coal property in that district, and increase the value of the land in that locality. It is to be hoped that the improved means of communication thus opened up will give an impetus to the trade of the district, and that the enterprise will prove of pecuniary advantage to all concerned.

STEAM COALS—SOUTH WALES AND WIGAN.

The controversy as to the relative economy of South Wales coal and Wigan coal for the generation of steam is now being carried on with as much vigour as was observable in the Welsh and North Country controversy, a few years since. It will be recollected that some time ago the South Lancashire and Cheshire Coal Association went to considerable trouble and expense to secure the official recognition of the merits of the Wigan coal as steam fuel, the result being that its applicability to that purpose was fully proved, although in some respects the South Wales coal is undoubtedly superior. Where the price per ton is equal the Welsh coal is, of course, to be preferred, but the quality of the Wigan coal as a steam coal is quite high enough to make it unnecessary to stipulate for Welsh coal, and nothing but Welsh coal, when the better qualities of Wigan steam coal can be obtained at a lower price. In Lancashire there is naturally a disposition to place the Wigan coal in the highest possible position, and with this view a local authority, referring to the issue of the parliamentary paper bearing upon the subject, says:—

"Though the document is of a very meagre character, we do not see how the Admiralty can continue to prefer Welsh coal to the superior fuel of this district. We need not go into the particulars of the chemical analysis, but the reports of the three ships on which the experiments were tried will be popularly understood. The officers of the steamship Camel report:—These coals are the most economical used for nearly three years; the duties of the engines have been accomplished easier, or otherwise more steam generated than with common Welsh, or a mixture of Newcastle. These coals make very few ashes, and also very few clinkers. There is more smoke, but not as much as from Newcastle; with the exception of the Risca Rock coal, they are the best used for 14 years. The report from the Hercules says:—This coal is of good quality, little smoke, average amount of clinker and unconsumable ashes, burning fast. Estimated economical value as compared with best Welsh coal:—Welsh coal, 100; Wigan coal 92. But on the principle that engineers, like doctors, differ, the officers of the Serapis give a somewhat modified testimonial:—This coal is of a good quality for generating steam, but burns more quickly, and makes more clinker, soot, and smoke than the several descriptions of Welsh coal generally supplied. It is not suited for the voyages of the Indian troops, as it is liable to choke the tubes." The balance of testimony, however, is strongly in favour of the Lancashire coal."

But whilst such opinions as these may be acceptable enough to the colliery interests of the Wigan district, they are not exactly calculated to aid the business operations of the Liverpool agents of the South Wales collieries, and more especially of the collieries which do not yet possess the high reputation of those producing the Powell's Duffryn and Nixon's Navigation qualities. Some of these, however, are placed in the awkward position of being unable to show the superiority of their own coal, as compared with that of Wigan, without at the same time proving the comparative superiority of their neighbours coal to their own, and hence have been induced to adopt a line of argument which has laid them open to rejoinder from their friends, perhaps more annoying than the original statement, which it was sought to neutralise. Messrs. HETT, GUTHRIE, and Co., the agents of the Ystrad (Ocean) Merthyr Steam Coal Company, contend that the superiority claimed for Wigan over Welsh coal for ocean steamers is not justified, as one of the reports upon which the statement is based declares the value of the Welsh coal, as compared with Wigan, to be as 100 to 92, whilst another (that from the Serapis) plainly affirms the inferiority of Wigan to Welsh coal. They then say—

"The writer continues—'We do not go into the particulars of the chemical analysis; but as we have no such scruple, and as this analysis is the only real test of the value of any coal whatever, we give the results of trials from the most recent parliamentary returns of four well-known Welsh coals, that they may be compared with the Wigan Company's Yard coal:—

	No. of trials.	Evaporation, per lb. of coal burnt.	Clinker per cubic ft. per hour.	Ash per cent.
Ocean (Merthyr, 1867)	5	10.26	55.3	1.1
Powell's Duffryn	1	9.88	46.24	1.5
Davies & Son (Ferndale, 1865)	3	9.65	51.33	1.03
Nixon's Navigation (1865)	1	9.48	49.22	1.64
Wigan Coal Co.'s Yard coal	2	8.45	30.75	1.25

SMOKE.—Ocean, light; Ferndale, light grey; Navigation, brown, moderate; Wigan, brown. From these figures it appears that 1 lb. of Ocean steam coal will evaporate 21 per cent. more water than an equal quantity of Wigan coal, and that in rate of evaporation, or quickness in getting up steam, the Ocean steam coal surpasses the Wigan coal in the ratio of 55 to 30. In other words, what the Wigan coal would do in an hour in getting up the steam the Ocean steam coal would do in about half the time. No wonder your correspondent avoided 'going into the particulars of the chemical analysis.'"

Now, the merest glance at this extract raises the question—Why should the experiments on each coal have a date peculiar to itself? And from the rejoinder of the Liverpool agent for Nixon's Navigation coal, who complains—and apparently with some justice—that Messrs. HETT, GUTHRIE, and Co. attempt to give undue prominence to the evaporating powers of the Ystrad coal to the disparagement of others. He continues:—

	No. of trials.	Water evaporated by 1 lb. of coal.
Nixon's Navigation	10	10.99
Ystrad (Ocean) Merthyr	3	9.75
ditto	1	9.31
Nixon's Navigation	10	10.90
Ystrad (Ocean) Merthyr	3	9.64

Difference 1.28
Nixon's Navigation, therefore, exceeds the Ystrad (Ocean) Merthyr by 13 per cent.

	No. of trials.	Water evaporated by 1 lb. of coal.
Nixon's Navigation	10	10.36
ditto	15	10.7
ditto	9	9.67
Ystrad (Ocean) Merthyr	16	9.01
ditto, conjointly with Sguborwen	1	9.28
Nixon's Navigation	10	10.05
Ystrad (Ocean) Merthyr	3	9.03

Difference 1.02
Nixon's Navigation, therefore, exceeds the Ystrad (Ocean) Merthyr by 11½ per cent.

Having made the admission 'that the analysis of the dockyard is the only real test of the value of any coal whatever,' Messrs. HETT, GUTHRIE, and Co. must acknowledge the results of the latest Admiralty trials as being decidedly against the Ystrad (Ocean) Merthyr coal. I could refer to other and, in my opinion, more serviceable practical trials, but as Messrs. HETT, GUTHRIE, and Co. seem to place their strength on Admiralty reports, I will raise no other point. That the representatives of the Nixon's Navigation and other high class coal have some cause to complain of the manner in which, as

champions for the South Wales, the representatives of the Ystrad coal have handled the subject in beyond doubt, for not only do they go back to the year 1863 to suit their own views, so far as Nixon's Navigation is concerned, but they only give the result of one trial of this coal at Woolwich, ignoring 10 or 12 trials at Portsmouth, which show much more favourable results. It has been, moreover, distinctly stated by Mr. NIXON that that one trial referred to was the sweepings of the deck of coal put on board the Warrior steam frigate, the report of which trial practically secured the coal for the trials of speed of Her MAJESTY'S steamers at the measured mile.

THE IRON AND STEEL INSTITUTE.

Probably few societies have so rapidly acquired a position of stability and importance as the Iron and Steel Institute, the formal inauguration of which was announced in last week's *Mining Journal*, so that it may fairly be assumed that more than usual interest is taken in the objects for which the association has been established; nor is this surprising, seeing that there are few trades in which greater advantage is derivable from the application of scientific knowledge, and few in which there has hitherto been less attention paid to the scientific principles involved. It is now very generally admitted that by the adoption of a proper mode of treatment manufacturers can produce a high class of finished iron at a cost which must secure to the manufacturers, at all events, the local demand, and it is precisely to assist the trade in determining what is the proper mode of treatment for the particular raw material at their disposal that the Iron and Steel Institute is established. In securing the co-operation, in so important an office as that of President, of a nobleman so intimately connected with the interests to which the Institute is devoted as the Duke of DEVONSHIRE, the council have entitled themselves to the best thanks of the members, as to this circumstance the present and future success of the project may be fairly traced.

That there is a vast field for the operations of the Institute the noble President appeared to fully recognise. Not to speak of the purely scientific societies which are so actively and successfully engaged in promoting the progress of the respective sciences, he might point to the Institution of Mechanical Engineers, to the Society of Engineers, and to local societies in Staffordshire and Wales, connected with the mining industries of those localities; he might include also the larger and more important agricultural societies as furnishing examples of associations whose aims more nearly resemble those of the Iron and Steel Institute, inasmuch as though the promotion of science holds a prominent place among the purposes for which they have been established, it is the promotion of science in its practical applications rather than in its purely intellectual aspects. Anticipating for the new institute a measure of success equal to that achieved by any of the societies mentioned, he observes that to anyone who professes a general knowledge of the enormous scale upon which the iron manufacture is now carried on, and who is at the same time aware how important is the aid which chemical science has already shown itself able to render towards a true understanding and towards the improvement of the processes by which the raw ores are converted, and how essential are the services of mechanical science in the various applications of the manufactured products, it must be a matter of some surprise that an institution of this kind has not been long ago called into existence.

Now, although we may participate in the view that it is surprising that an Iron and Steel Institute had not previously been inaugurated, it must be remembered that in too many cases the failure of useful projects has resulted from having been introduced too soon—through the spirits of the promoters flagging before the young association has secured sufficient strength, either to give an undoubted evidence that there is a prospect of ultimate success, or to secure continued vivacity from the number concerned. The Iron and Steel Institute was launched just at the right moment, when the mania for technical education, created by the false rumours circulated as to the relative movement of industrial progress on the Continent and in this country, was at its height, and has, therefore, at once sprung into a vigorous existence, which it is hoped may long continue. The number of new members ballotted for and proposed at the last general meeting was most satisfactory, whilst the experience and position of the candidates afford a sufficient guarantee for the permanent stability and respectability of the association. All that is required to make the Institute of really national importance is energy and judgment on the part of the council, and this every care has been taken to secure.

THE MINES INSPECTION BILL.

It appears that some of the arrangements made as to certain clauses at the residence of Lord ELCHO by Mr. ELLIOT, M.P., Mr. BROGDEN, M.P., Mr. McCLEAN, M.P., and Mr. RODEN, M.P., on the one side, and Messrs. NORMANSELL, McDONALD, PICKARD, and BIRT, on the part of the working miners, have not been ratified by the Coalowners' Association, so that there are a considerable number of amendments to be proposed by Mr. STAVELEY HILL and others on the part of the masters, and by Lord ELCHO, Mr. FAWCETT, Mr. SHERIDAN, and others on behalf of the men. The most important are those relating to the age at which boys shall enter mines, and the number of hours they shall be employed; the weighing clause, so far as relates to the appointment and discharging of the check-weighman, the ventilation of mines, and the providing of timber for props.

In clause 6, which provides that "no male young person under the age of 16 years, and above the age of 12 years, shall be employed in or allowed to be for the purpose of employment in any mine below ground during a period exceeding 12 hours in any 24 hours," Lord ELCHO proposes to leave out the age "sixteen," and insert "fourteen;" and after the words "twenty-four hours" add, "not more than 50 hours in any one week; and no boy under the age of 16, and above the age of 14, shall be allowed to be for the purpose of employment in any mine below ground during a period exceeding 12 hours in any one day, nor more than 56 hours in any one week; such time underground to be calculated in all cases from the time of such person leaving to the time of returning to bank," &c. Also that boys between 12 and 14 shall attend a school six hours in each week, exclusive of Sundays, and certificates to that effect be obtained every quarter from a properly qualified person. Mr. STAVELEY HILL has another amendment, "that the age of children entering the mine shall be 10, and that children between 10 and 12 years of age shall attend a school for not less than three hours a day for two days in each week, exclusive of Sundays." Mr. AKROYD has also an amendment to the clause, as follows:—"Children between 10 and 12 years of age shall not work more than three days in any one week, or remain more than 12 hours in a mine or colliery on any one day between the hours of six in the morning and six in the evening. Every child who is employed in a mine or colliery shall attend school for at least 10 hours in every week during which he is so employed."

Clause 12 authorises the appointment of a check-weighman by the workmen at any colliery where they are paid by weight, measure, or gauge of coal. No provision is made for the discharge of such check-weighmen by the owners for interfering with the working of the colliery. To meet that defect, Mr. BROGDEN proposes to move the following addition to the clause:—"The owner or agent shall be at liberty to lay complaint before two or more justices of the peace in Petty Sessions in England, or two or more justices at the Justice Peace Court of Scotland, against the person so stationed; and if it be shown to the satisfaction of the justices that he has interfered with the weighing, measuring, or gauging, as aforesaid, or otherwise with the management and discipline of the mine, or so as to create strife, the justices may remove such person, and the persons employed may substitute another person for the person so removed."

With regard to clause 18, relating to ventilation, Mr. ELLIOT has an amendment, which will take the place of that part of the old clause in which occur the words, "under ordinary circumstances," in lieu of which he proposes to insert, "Except under circumstances which could not reasonably be anticipated."

Mr. H. F. SHERIDAN proposes to add the following clause relating to the competency of managers:—"All persons appointed as managers of mines referred to in this Act, after the passing of this Act, shall provide certificates as to competency, the same to be placed in the hands of the Inspector of Mines for the district."

Mr. SHERIDAN has also a clause dealing with prop-wood for the

prevention of accidents by falls of roof, as follows:—"The owner of every mine under this Act where prop-wood requires to be used shall have a sufficient quantity placed near to the workmen, so that in any case they can protect themselves in the event of danger from the roof."

Clause 15, which provides for a mine being divided into districts or panels, as we anticipated some time since, is, it is understood, to be abandoned, it evidently being impracticable.

Such are the principal amendments to be proposed in Committee, and, although the session is far advanced, there is now every prospect that the Bill, with several amendments, will be passed in time to be sent to the House of Lords.

STANNARIES LAW AMENDMENT.—The general provisions of the new Act for the amendment of the Stannaries Laws is already well known to the readers of the *Mining Journal*, and as we intend to publish the Act in detail, in a Supplement next week, it will suffice for the present to state that under the new law resolutions passed by a majority of those present at a mine meeting and proxies are binding. Special meetings are to be convened after seven clear days' notice, the notice to specify the place, day, and hour of meeting—special resolutions only are to be passed there, and to be confirmed at a subsequent meeting, not less than 14 days, or more than a month, after the first special meeting. Special resolutions may alter the rules or custom of mine management. Every four months pursers must enter accounts in cost-book, and show all credits, debts, and liabilities, and the name of every shareholder. Where companies have rules and regulations in their cost-book, these must be filed with the registrar, or application may be made to the Court to compel the filing—companies without rules continue to be guided by Stannaries custom, as at present. Accounts may be audited at a meeting when special notice is given. The call may be prospective for three months' costs. Calls when passed may be sued for by the pursuer, and no transfer is to be valid till calls and expenses are paid. Fractional parts of shares are not to be recognised. After due notice shares may be forfeited, and carried to "The Account of Forfeited Shares," to become the property of the company, and disposed of as they may think fit, a statutory declaration by the pursuer being evidence of forfeiture, and his receipt of the price for it being a sufficient title to such share—all calls, &c., on such share being still recoverable from the original holder. Shares relinquished by notice in writing to the pursuer to be carried to "The Account of Relinquished Shares," and become the property of the company. Three-fourths of the shareholders can sell a mine. No one is to be liable in winding-up a mine, if he has ceased to be a shareholder for two years before the mine ceased or the winding-up order was made. Miners' wages for a period of three months are to have priority over every other debt of the company. The remaining clauses are of a purely technical character, relating to procedure in the Court.

THE VALUATION OF PROPERTY BILL.—A few weeks since we drew the attention of colliery proprietors, iron makers, and the commercial public generally to the provisions of this Bill, and pointed out that one of its clauses (the 52d) conferred such enormous power upon the surveyor of taxes, that did the Bill pass in its present form it would act most prejudicially to the interests of manufacturers generally. We are glad to find that many of the public boards throughout the country are taking the matter up with so much spirit and unanimity that there is every probability that the objectionable clause will be expunged, or very much modified. As at present proposed, the surveyor of taxes shall be able to step in and say that any property was of a particular value, and is not to be called upon to adduce any evidence in support of his view; and unless his assertion is disproved upon appeal, the Assessment Committee, or the Judge of Appeal, would be bound to take the opinion of the surveyor of taxes as the value of the property assessed. Thus the surveyor of taxes would have power to assess any colliery, iron work, or manufactory at any figure he might feel disposed, and without being called upon to offer any evidence in support of his assessment, that sum must be adopted, or the proprietor would have the onus thrown upon him, at considerable expense, inconvenience, and loss of time, of proving that the assessment of the surveyor was erroneous. Why the surveyor of taxes should have more power conferred upon him than the parochial or local authorities (who are equally interested in the proper assessment of property) we are at a loss to understand. Why should not the surveyor be called upon to adduce evidence showing that he has some fair grounds for assessing property at any particular amount. Should the Bill now before Parliament pass, the surveyor of taxes would have the power to raise any parish or district 10 or 20 per cent. higher than the parochial authorities, and every ratepayer of the parish would be compelled either to pay or submit to the expense, inconvenience, and loss of time of appealing. We are glad to find that at the Glamorganshire Quarter Sessions, held at Cardiff, on Tuesday, the Chairman of the Court (Mr. Robert Oliver Jones) drew the attention of the county magistrates to this objectionable feature in the new Bill, and the Court unanimously resolved to petition the Legislature either to expunge the clause altogether, or materially modify it, so as to place the surveyor of taxes in the same position as other parties interested in the assessment of property. We hope to see the commercial community generally so alive to their own interests as to petition the House of Commons, and also the House of Lords, against this most objectionable clause in the new Bill.

REPORT FROM SCOTLAND.

JUNE 30.—Under the crushing load of close on 340,000 tons of Pig-Iron in store, or about 110,000 more than what was held at this date last year, prices keep relaxed and declining, holders seeing no way to get quit of their burden but by a sacrifice. This is the secret of our weakness in prices, else otherwise, with an increased home as well as shipping demand, quotations would have advanced. On 'Change it was currently believed that 50s. 3d. would have been reached last week, but this week the indications of a fall are less obscure, and holders, baffled in their calculations, are opening their hands, and allowing ton after ton to get into currency at the decline, which is weakening the market. On Friday the market closed at 50s. 6d. cash, buyers, but on Monday it was idle and easier, and yesterday buyers would not exceed 50s. 5d. at the close for cash, and 50s. 9d. a month. In the hope that makers may be enabled to produce at a reduction, on account of Mr. Brown's suggestion (noticed last week), buyers are keeping aloof, and holders are getting tremulous in the circumstances. To-day market flat, and only about 2000 tons were done at 50s. 5d. to 50s. 6d. cash, and 50s. 9d. a month. No. 1, g.m.b., 51s.; No. 3, 50s.; mixed numbers, 50s. 6d.; Gartsherrie, 58s.; Coltness, 58s. 6d.; Langloan, 51s. 6d.; Clyde, 51s.; Glenarnock, 54s.; Calder, 55s. During the week the total shipments of pig-iron from all the Scotch ports amounted to 12,870 tons, against 11,545 tons in the same week last year. The make of pig-iron in Scotland is about the average of last year, although there are 10 furnaces more in blast now than there were at the same date in 1868. The furnaces in and out of blast, as compared with those built, are at this date as under:—

Brand.	Blowing.	Out.	Build.	Brand.	Blowing.	Out.	Build.
Gartsherrie	14	2	16	Edglaton	7	1	8
Coltness	12	0	12	Blair	3	2	5
Summerlee	7	1	8	Lugar	3	0	3
Dundyman	0	1	1	Muirpark	3	0	3
Langloan	6	2	8	Portland	3	3	6
Govan	2	2	4	Shotts	4	0	4
Calder	7	1	8	Castledill	2	1	3
Carnbroe	6	0	6	Kinnell	2	2	4
Omoo	0	4	4	Almond	2	1	3
Wishaw	3	0	3	Carron	3	1	4
Monkland	1	0	1	Lochgillich	1	3	4
Chapelhall	9	0	9	Gladsmuir	1	0	1
Clyde	4	2	6	Lauchlinshams	1	1	2
Clyde (Quarter)	3	0	3	Bridgeess	0	2	2
Dalmellington	7	1	8				
Glenarnock	19	4	23	Total	125	37	162

Makers of Manufactured Iron are rather seeking an advance on all new contracts, feeling the market stronger, and work more abundant than they were aware of. The quotable difference in price varies with each contract, the advances ranging from 1s. to 2s. 6d. per ton. This flushing of the market, if continued, will result in establishing a better range of prices than has been current here for many months, as well as give it tone and steadiness. The present orders include

bar, rod, angle, and plate-iron, and the works are all fully employed. The small work at Gartcosh—now in the market—has a most deserted look from the railway. As we hear of a new malleable works being about to be put down on a field a little to the east of the Phoenix, on the Coatbridge and Airdrie road, parties who think of going into the malleable business would find Gartcosh finely adapted for doing a moderate business, and well situated for transit. We regret to notice the death of Mr. David Law, of the Phoenix Foundry, Glasgow, at the early age of 54 years. By untoward events the concern became bankrupt in 1866, and it is said that this circumstance took such hold of the mind of the deceased that he never got the better of it. At his death he was the managing partner in the Phoenix (Limited), which is the largest pipe foundry in Scotland.

The Coal Trade is still being contended for by the iron and coal-masters, and prices keep at the reduced rates last quoted. For domestic purposes the demand is at a minimum, but there were sent seaward for the week ending yesterday 28,815 tons, against 26,950 tons in the same week last year. It will thus be seen that we are doing a full average business, only it is being divided between coal and iron masters, instead of being left nearly in the hands of the former, as it used to be. Coalmasters, consequently, complain of the want of demand and of a want of profit. Miners are comparatively quiet, but Mr. Alexander McDonald has written them from London, on the 24th inst., with respect to the Mines Regulation Bill, that—

"For some weeks past friendly conferences have been held with some of the leading mine owners, with a view of settling the question as much as we can in a fair way outside of the House of Commons, so that we can jointly recommend the same to the Government. I am glad to say that we have got these gentlemen to consent and recommend with us that no boy under 14 years of age be worked more than 50 hours in one week, or a little more than eight hours if they work the whole six days. For this we have got the assent of such men as Mr. Elliot, Mr. Brogden, Mr. Henderson, Hon. Henry Liddell, Colonel Roden, Mr. Richard, Mr. McLagan, and a number too great to mention here; all M.P.s, and all of them large mine owners. Meanwhile, my heart beats with joy that we have got the largest colliery owners in Britain to say eight hours per day, or at least not more than 50 per week, for children above 12 and up to 14."

The Pacific Steam Navigation Company have had a screw steamer launched here, named the Cordillera, of 3000 tons, and 600-horse power. She will be fitted with engines on the patent compound principle, and when finished is to be put on their direct line between Liverpool and Valparaiso.

The Tharsis Sulphur and Copper Company (Limited) are erecting new buildings on a plot of ground situated between Garagadull and Garagad-road, in the north-east end of the town.

The Methill Paraffin Oil Chemical Company have been sequestered. Their works are situated at Methill, Fifeshire.

The Sutherland gold fields appear to be sufficiently remunerative to keep together about 160 diggers, who can afford to pay a licence fee of 12 per month and 10 per cent. of royalty to the Crown. This royalty is said to prevent miners from giving correct returns to the Government, so that it is difficult to arrive at the precise value of the "finds." It is, perhaps, worth while enquiring if the Crown is so enriched by this royalty as to make it of the slightest consequence whether it is continued or not? The cost of collection may exceed the profit, and the county is kept in ignorance of the value of these finds in order to conform to a mere red-tape figment.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

JULY 1.—We have no alteration or improvement to notice in the state of the Iron Trade throughout the district, several of the works doing a very fair business, whilst others are only kept moderately going. Pig-iron is being largely turned out, nearly all the furnaces being kept in blast. The demand for House Coal is still very quiet, and is not likely to change for the better for a month or two. The result is that many of the collieries are working short time. At Chesterfield preparations are now being made for commencing the construction of the new station by the Midland Company, now more than ever rendered necessary by the prospect of the early opening of the branch line from Sheffield. The station was not sufficient for the large increase in the mineral and other traffic which has taken place during the past few years; but, as the new branch will throw a very large amount of traffic on to the main system, increased accommodation became an imperative necessity. Reports from the lead mining districts of North Derbyshire show that there is still a tolerably fair business being done at some of them, whilst the prospects of several others are more encouraging than they have been. There are, however, few new concerns being opened out, and speculation is not so active as it has been in that direction. In the neighbourhood of Wirksworth quietness still prevails at most of the mines, few doing more than a somewhat steady business.

The works in the South Yorkshire district are doing a very satisfactory trade, there being some very good orders in hand for various quantities of manufactured iron, more particularly rails. At Elsecar, owing to the breaking down of some machinery, the squeezers have been obliged to go on short time. There is not so much doing just now in Bessemer rails, as persons who require them are likely to put off ordering until the early part of next year, when Mr. Bessemer proposes to reduce his royalty on them to a comparatively trifling sum. The Coal Trade was scarcely ever worse than at present, and some of the collieries are being worked out at a positive loss. Considering that there are fully 2000 men out on strike or lock-out, whilst the extensive collieries of the Messrs. Newton and Chambers are altogether standing, it might naturally be inferred that those pits where the men are working would be very busy. Such, however, is not the case, for those are considered favourably off who can get three or four days a week. The London trade is very quiet, whilst the tonnage of steam coal going to Grimsby and Hull is by no means so large as is usually looked for at this season of the year. The Wharfedale Silkstone Colliery is now altogether standing, and will not be opened unless the men submit to a reduction of wages, as the owners consider they may as well lay their works down as keep them going at a loss, for the benefit of the miners alone. At Silkstone Fall the notices of the men expire on Saturday, but it is quite probable that the Miners' Association, in the present critical state in which it is placed, will sacrifice the check-weighman—who is the sole cause of the men having notice—rather than add to the number to be supported by the Union.

It appears that the disputes between the South Yorkshire colliers and the employers have reached a rather critical point, so far as regards the former, seeing that this week there has been an increase of between 300 and 400 men added to those who are in receipt of weekly payments from the Miners' Association. It is evident that the large sum required to support the men is not obtained without great difficulty, and that the prospect of the present rate of payment to those who are out being continued is by no means very good. The position of the association will be best judged by the following appeal to the various Trades Unions throughout the country which has just been issued:—

The Council of the South Yorkshire Miners' Association regret being placed under the necessity of having to appeal to your sympathies for assistance and support in this their hour of need, consequent upon the action taken by several large firms in the district to destroy the Miners' Association, which has been in existence eleven years, during which time the position of the miners has been gradually ameliorated, and their wives and families provided for in cases of accident, sickness, and death.

The Denaby Main Colliery Company, near Rotherham, have locked-out 300 of their workmen, on March 3, for the crime of joining the Miners' Association, although the men had never made the slightest demand or request upon their employers for advance of wages, or any alteration in their working regulations.

Messrs. Newton and Chambers, of the Phorncellie Collieries, near Sheffield, have also, on March 24, locked-out upwards of 800 of their workmen, and the reason for so doing is that they (the employers) intend dealing or bargaining with the men individually as to the prices for all kinds of work in the future, and will recognise no power the men may possess by their association, which gives the means to their workmen of making terms upon just grounds of equality, whereby the men may obtain the true value of their labour.

Six hundred workmen, recently in the employ of Mr. B. Huntman, proprietor of the Tinsley Park, Manor, New Wintings, and Huddersfield Collieries, have been out at employment twenty-three weeks, contending against some of the most unjust and arbitrary regulations ever enforced upon any body of working men in the kingdom, during which time the Miners' Association has been supporting them, at a cost of 300l. per week.

On Thursday, June 24, upwards of 300 men of the Stafford Main Colliery, near Barnsley, were locked-out from their employment, because they refused to accept a reduction of 10 per cent. on their wages.

At the Old Silkstone Colliery, near Barnsley, the manager, Mr. Sothorn, has also locked-out 40 of the men employed by Mr. R. C. Clarke, because they would not submit to a reduction of prices paid for a certain kind of work, called "post-lug," which would have reduced the wages of the men considerably.

Thus, it will be seen that the association is now compelled to support upwards of 2000 members from its funds, at an average weekly allowance of 10s. per member, amounting to the sum of over 1000l. per week, besides paying to 114 widows 6s. per week, and 1s. per head to 225 orphans of miners who have lost their lives in the mines of South Yorkshire during the past two and a half years.

During the last two and a half years the association has paid over 9000l. to accidental death claims and in weekly allowances to widows and orphans of miners killed, and is at the present time paying from its funds 10,000l. per year for benevolent purposes among its members; and during the past three years it has given in grants to assist other trades similarly distressed, the sum of 8000l. There are about 5000 members at present remaining at work, but a large number of them are only employed two or three days a week, consequently they are not in a position to pay levies sufficient to meet the heavy expenditure necessary to uphold its principles, and keep in existence that power of organisation.

tion known throughout the country for its straightforwardness and generosity toward all kindred associations in the same circumstances.

The colliers of West Yorkshire held their annual open air meeting on Saturday. Matters are not in a satisfactory state with the trade in that part of the country more than elsewhere. During the past year there have been no disputes between employers and workmen, and the latter speak in grateful terms of the exertions made by the masters to improve their condition, although their exertions, it is stated, have not proved successful. "There are many causes," says the Committee of the Miners' Association, "that have contributed to our injury during the last few years: the chief one being excess of labour and over production. This large surplus of labour works with a double action against our interests, inasmuch as it not only brings about severe competition and excessively increased production, but it tends to reduce the quality of the material. This deterioration in the quality of our produce is made more injurious by the employment of strange and unpractised labourers in our pits. It is a well-known fact that men who have been brought in, the extremely thick coal seams of Staffordshire and Derbyshire are altogether unfitted to work the coal in this district to advantage or usefulness." Among other resolutions passed, there was one to the effect that the members of the association should combine to assist in the moral and intellectual improvement of their class by every possible means at their command. The accident fund of the association amounts to £500.

A meeting of the South Yorkshire Colliery Owners' Association was held at Barnsley, on Tuesday. Owing to the death of Mr. John Chambers, the Chairman of the association, the question of wages was not taken into consideration, but it is understood that a general reduction was contemplated. Mr. Bartholomew, of the Wombwell Main Colliery, will be the new Chairman.

THE NORTH OF ENGLAND IRON AND COAL TRADES.

MIDDLESBROUGH, JULY 1.—The remark with which we prefaced our last week's article holds true with still more force in regard to the state of trade at the present time. The stock-taking at the different works towards the end of the month combines, with the continued lowness of prices, to keep deliveries back, and hence there is a marked depression in the Pig-Iron Trade, especially for foundry qualities. Makers, as a rule, care little about booking orders at the current rates, as they look forward to a reaction and a hardening of prices before the summer is over. The finished iron trade continues as active as ever, and this fact, united to the smallness of stocks, gives colour to the expectation of a speedy revival of prices. The list quotations are—No. 1, 27. 8s. 6d.; No. 2, 27. 6s. 9d.; No. 3, 27. 5s.; No. 4 (foundry), 27. 4s.; mottled, 27. 3s. 6d.; white, 27. 3s.; and refined iron, 37. 2s. 6d.; net cash at furnaces, or 1s. per ton extra for four months' bill. Warrants, sellers, 44s.; buyers, 43s. 6d.; price of pig-iron, f.o.b. on the Tyne or the Wear, 2s. 9d. to 3s. per ton higher than the above quotations. In the finished iron trade a marked improvement continues to be shown. In proof of this we need only tell the fact that the producing power of Cleveland will be increased fully 10 per cent. before the close of the summer, no less than 110 additional puddling-furnaces being contemplated and in course of erection. The rail-mills are especially busy, and prices are stiffening, particularly for the Russian navigation between now and the commencement of winter. The selling prices of rails are from 77. to 77. 10s.; light rails, for collieries, 67. 15s. to 77. The yards of Pearse, Lookwood, and Co., Richardson, Duck, and Co., and Backhouse and Dixon, on the Tees, are as busy as they can be, and there is a prospect of a continuance of regular work in this department of the trade. The demand for plates is, in consequence, rather brisk, at from 77. 10s. to 77. 15s.; boiler-plates, 87. 10s. to 87. 15s. Forge iron is greatly in request, and bars are more sought after. Common bars are at 67. 7s. 6d. to 67. 10s.; best ditto, 77. 7s. 6d. to 77. 10s.; puddled bars, 47. 12s. 6d. on wagons at works, four months' bill, or cash, less 2½ per cent. For foundry work the following quotations are ruling:—Cast-iron girders, plain, 57. 10s.; cast-iron chairs, 37. 2s. 6d.; cast-iron pipes, 17. to 27. in., 67.; ditto, 3 to 4 in., 57. 2s. 6d.; ditto, 5 to 8 in., 47. 17s. 6d.; ditto, 10 to 15 in., 47. 15s.; wrought-iron girders, plain, 137. to 147.

The mining operations of this district have of late been largely developed. New mines have been opened out near Guisborough, and south of the beautiful watering-place called Saltburn-by-the-Sea. It is calculated that not less than 4,000,000 tons of ironstone will be required for the trade of the district this year. The mines of Bolekow, Vaughan, and Co., at Eston, alone produce about 1,000,000 tons per annum. The Upleatham Mines, belonging to the Messrs. Pense, turn out between 18,000 and 20,000 tons of ironstone per week, but they are capable of turning out from 30,000 to 40,000 tons in that time, and the total quantity obtained from them last year was upwards of 1,000,000 tons. Bolekow, Vaughan, and Co., who are said to have the largest ironstone mines in the world, are opening out new mines between Skelton and Brotton.

We are not aware of anything worthy of note that has transpired in relation to the coal trade since the date of our last report. Things generally continue rather flat.

Messrs. George Hopper and Son have entered into a new branch of manufacture—that of locomotives—at the Britannia Iron Works, near Fence Houses, where has been witnessed the trial trip of the first tank locomotive turned out by the firm. The novelty of inaugurating so important a branch of manufacture drew together a number of engineers from the neighbourhood. The locomotive was a beautiful specimen of the tank variety, and is strongly built and well furnished in every respect. The marvellous accuracy with which these magnificent specimens of the mechanic art are now produced may be inferred from the fact that this engine, when first the steam was turned on, moved with as much ease and perfection as if it had been settled down to its work many months before. After the engine had been sufficiently tested—not the slightest hitch occurring—the whole of the gentlemen present testified their gratification at the result of the trial. This first product of the Messrs. Hopper's works in the shape of a locomotive has been appropriately named the "Britannia," and has been purchased, we understand, by Mr. Tine, for use on the Peterborough and Jarrow Railway, now in course of construction.

TRADE OF THE TYNE AND WEAR.

GATESHEAD, JULY 1.—The Coal Trade continues very dull, with little life or energy in it; and even the coke trade in South Durham, which has been exceptionally brisk, shows serious signs of depression at present. Perhaps this may partly be accounted for by the fact that coal is now used to a great extent in the working of locomotives, although it certainly was expected that the iron trade would have compensated for any loss on this score. However, the fact is patent that the coke trade, like all other branches of the coal trade, is very languid at present. All branches of trade in the district, with few exceptions, continue without animation—pig-iron and iron shipbuilding being the most prominent examples of prosperity; and the question is constantly asked, what is the cause of this long-continued depression? Perhaps so far as the coal trade is concerned the cause may be attributed to over production to a great extent. It is obvious that, unless the demand for coal continues to increase, and at an enormous rate, the trade must continue bad, and prices be depressed below the point of remuneration for capital, as the output is continually increasing over a very large area. According to returns recently issued, it appears that the quantity of coal sent from the Tyne in 1868 was 5,533,390 tons; from the Wear, 3,677,738 tons; from the Tees, 1,724,028 tons; total, 10,935,156 tons; being somewhat more than one-half of the total supplies of the kingdom—21,413,079 tons. The machine shops of the district have somewhat improved, and there are instances of works being busy in the manufacture of engines of various kinds, both for home and foreign use, but this is certainly not general. The strike at Monkwearmouth Colliery still continues, with no present prospect of a settlement; it is a most stubborn affair, the men appearing to be determined to hold out until some important concession is made, while the masters are equally determined to pay only the prices agreed upon when the yearly binding took place. The course taken by the men, it is almost needless to remark, can only lead to unpleasant results, as the ugly process of ejectment from the houses must be resorted to. It would be much better for the men to go to work at once at the prices agreed upon, and refer the differences as to payment of extra price where the coal is exceptionally hard to arbitration; this has been successfully resorted to in the iron trade, and there is no reason why it should not be equally successfully in the coal trade; and it is certainly very desirable it should be resorted to as speedily as possible.

The hewers of East Holywell Colliery have presented Mr. John Tennant with a silver tea and coffee service from the establishment of Mr. Lister and Son, Newcastle, on the occasion of his having left the underground department and taken the agency at bank.

There has just been added to Messrs. Thos. Richardson and Sons' extensive rolling mills, at West Hartlepool, a large and powerful rail mill, which is destined to prove a great acquisition to the industrial capacities of this celebrated establishment. Carried out under the skilful management of Mr. G. W. Jaffrey, chief engineer, the machinery is of the complex character, and is worked in connection with 16 heating furnaces, and a large blooming mill. The mill, which is described as a 20-in. rail mill, is capable of turning

out between 70 and 80 tons of manufactured iron per shift, or, calculating two shifts per day, not less than 150 tons for every 24 hours. The rails so manufactured may be from 50 to 90 pounds per yard, and from 15 to 25 feet in length. There are a number of circular saws in use for cutting off the hot ends, and also a large straightening apparatus; and to secure that the whole are perfect in quality, Messrs. Richardson and Sons are now engaged in constructing a testing standard for permanent use. The capabilities of the new rail mill were subjected to a severe test a week or two ago, in the presence of Messrs. W. Richardson, G. W. Jaffrey, and some others; and the results of the experiments on that occasion, as well as of the more recent ones, have afforded the greatest satisfaction, and promise to yield a rich return for the enterprise of the firm.

As an indication of the state of the coal trade, it is said that for a contract for 20,000 tons of coal to be delivered in London, advertised lately, no less than 2,500,000 tons of coal were offered. The price got by the successful contractor would not leave him 3s. per ton for his coal at the pit mouth.

THE BOILER EXPLOSION AT SHERBURN COLLIERY.—At the inquest on the bodies of Ralph Marley, Thomas Clayton, and Robert Surtees, who were killed by a boiler explosion at Sherburn House Colliery, Robert Almond, engineer at Sherburn and Littleton Collieries, produced a model of the boiler that exploded. The boiler is fired by Jukes' patent furnace, and are worked at from 36 lbs. to 20 lbs. pressure on the valves. There was sufficient feed-water, which appeared to be very good in quality. He examined the boiler on June 10, and ordered repairs to No. 2, and also ordered No. 3 to be cleaned. He visited the pit on the day of the explosion, about 11 o'clock in the morning, and then found the engines and boilers in good working order. None of the men complained of any leakage. About a quarter to 3 o'clock he got a message that No. 1 boiler had exploded. The boiler, he believed, was about 25 years old, and had been in use since he came to the colliery in 1865. He thought the fire-steam on the bottom. The boiler had been under the inspection of the Midland Insurance Company's engineers for two years. The brakeman appeared to be a very careful man, and when any repairs were required he always let him (Almond) know. Mr. William Waller, engineer for the northern district of the Midland Steam-Boiler Inspection and Insurance Company, said that on June 1 last he only found leakage on the steam and feed-pipe joints, and on June 8 he found leakage at the steam-whistle, and also at two other places. Arrangements were then made for the inspector to go back on the pay Saturday, when the boiler would be laid off. His opinion was that the explosion resulted from an old crack. The jury consulted, and returned the following verdict:—That the cause of death to the three men was accidental; that they considered they had not sufficient evidence to account for the cause of the explosion; and they recommended in future personal inspection of the boilers at least twice a week, and that a spare boiler should be kept for use while the others were cleaning.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

JULY 1.—Whilst the Iron Trade of South Staffordshire is certainly not active, there is a distinct improvement during the past month, and prospects are encouraging. However humiliating, it is none the less true that South Staffordshire now looks for an active demand only when the great iron works on the Tees and in South Wales are in full operation. These are now generally busy, many of the rail mills have orders sufficient to keep them at work for the rest of the year, and it has really become a question of power of production, as the shipping season for Russia is likely to be over before the large quantities required for that country can be rolled. There are complaints of the difficulty of getting orders for iron executed in the Cleveland district, and Staffordshire angle bars for shipbuilding may yet again find their way to the Tees Valley. The works in South Staffordshire producing rails have, no doubt, many disadvantages to cope with, and should an advance take place in wages or in pig-iron to any serious extent contracts at present rates would involve a loss. As yet, however, no movement appears in either of those directions.

The returns of the Board of Trade for May show that, despite all the grumbling which producers of iron have lately indulged in, a largely increased make has been sent from the country. The consumption of Russia, the United States, and British North America shows a very rapid increase, and the amount of the latter is suggestive of operations in which the fiscal laws of the States most likely get infringed. The export of rails to Russia has been from the beginning of the year to the end of May no less than 52,714 tons, or much more than four times what it was last year. This element in the demand is very encouraging, because Russia is so peculiarly adapted for providing railways at a low rate of cost, whilst its needs of internal transit are so imperfect, that every railway tends to suggest the necessity for others, and nothing is wanting but capital to lead to a continual extension of railway communication in the vast plain which extends from the Black Sea to the Arctic Ocean. The United States demand, too, will, no doubt, be great, and should the general interest of the country to have cheap iron overpower the particular interest of its iron manufacturers, so as, at any rate, to prevent an advance of the existing duties, a good trade with that country appears probable.

The Quarterly Meetings of the Iron Trade of South Staffordshire will be held on Wednesday and Thursday next, at Wolverhampton and Birmingham respectively.

At the Preliminary Meeting, last week, it was unanimously agreed that prices should remain as they are—Common bars, at the works, 77. per ton; best bars, 87.; sheets, 87. 10s.; doubles, 107.; nail sheets, 87.; latten, 117. 10s.; boiler plates, 87. 10s.; best and best in proportion; common rods, 77.; hoop-rod, 87.; gas strip, 77. 10s.; and other sorts in the same ratio. Second and third-class makers are selling considerably below these rates. The current prices of pig-iron are:—Hot blast mine iron of good quality, from 37. 10s. to 37. 15s.; cold blast, from 47. 2s. to 47. 10s.; best hydrates, from 37. 17s. 6d. to 47. 5s.; common makers, from 27. 15s. to 37.; ordinary in Lanes, Nos. 1, 2, and 3, from 27. 12s. 6d. to 27. 17s. 6d. per ton. Some superior mine pigs, with a medium of blue-cinder, are selling from 27. 12s. 6d. to 27. 17s. 6d. per ton.

The North Staffordshire Coal and Ironmasters' Association held their quarterly meeting on Thursday, at Stoke-on-Trent, Mr. Roden, M.P., in the absence of Mr. Wragge, the chairman, presiding. The reports as to the state of the trade showed a continuance, or rather an increase, of the depression which has now existed for a long time, and of which the meeting appeared to see but little prospect of an early termination. This state of things may be said to characterise every branch of the trade, consequently prices remain unchanged. The meeting was engaged for some time in discussing several Acts of Parliament bearing on the trade, especially the Mines Regulation Act, upon which Mr. Udall, who represented the association at the meeting of the Mining Association of Great Britain, explained the efforts which have been made by that body for the purpose of obtaining amendments in the Act, so as to make it work more equitably and usefully in the interests of those employed in mining. Mr. Udall received the thanks of the meeting for his services.

The view which the *Mining Journal* was the first to indicate with reference to the disposal of the balance of the Hartley Surplus Fund in South Staffordshire appears now to meet with general acceptance. The colliers, at their meetings, heartily endorsed it, and the local papers generally appear to recognise its claims. Since the meeting, last week, at which Mr. Frederick Smith insisted on the fund being disposed of for the benefit of the widows and orphans of the men injured by mining accidents, two meetings of the miners at Tipton and at Lower Gornal have expressed their appreciation of his efforts.

A private meeting of a number of owners of mines in the Brockmore and Shut End districts was held at Dudley, on Tuesday, for the purpose of considering the question of draining mines, and it is understood that the question of obtaining an Act of Parliament for the purpose of levying on those who may benefit by pumping operations rates which shall meet the cost incurred was considered. The practical result, however, was an application to Messrs. Firmstone for an estimate of the cost of working their pumping engine. Is it really too formidable a task for legislation to enable owners of mines to organise themselves, so as to empower them to conduct pumping operations for the general good, and to levy on the coal they enable to be raised a proportionate contribution to meet the cost?

The strike of the nailers appears likely to extend over a wider district. It is said to see these men vainly struggling against machinery, and apparently unable to turn to a more remunerative employment.

The members of the Dudley and Midland Geological Society had an excursion on Tuesday to the Earl of Dudley's No. 3 Pit, at Himley, for the purpose specially of examining a road driven in the Thick coal up to the western boundary fault of the South Staffordshire coal field. A party of 72 were conveyed by his lordship's private railway to the spot, and descended a shaft 130 yards deep, under the charge of Mr. William Spruce, the mine agent of the colliery, who has had a headway cut through the fault, where the 10-yard coal appears to come to an end, in the hope of finding coal beyond it. He described the appearance presented by the heading, which he regarded as affording hope of the discovery of a mass of coal beyond the fault. Mr. Randall, your able correspondent, who in his letters is dissipating, or at least casting a doubt on, a good deal of assumption with regard to the continuity of the coal seams of the Shropshire and South Staffordshire fields, was present, and in an address after dinner did not take a very sanguine view of the prospects of success;

but both he and Mr. H. Beckett, of Wolverhampton, spoke hopefully of an extension of the coal-bearing area to the north of the present South Staffordshire field. Mr. Randall's letters to the *Mining Journal* will, when concluded, furnish a good topic for discussion by either or both of our local mining institutes.

[FROM A CORRESPONDENT.]

The object of the visit to this strange store-house of mineral fuel was to witness some curious twistings and contortions of the Thick coal, and the manner in which this remarkable vein, so peculiar to South Staffordshire, dips and dives, and then makes its exit—whether finally, or as some sanguine individuals believe, and as all would willingly hope, to re-appear—but where or when no one appears to have the least idea of. If not found it certainly will not be the fault of Mr. Spruce, who has dodged and dived after it, driving heads here, and jacky-pits there, upwards and downwards, for the purpose of discovering what has become of it, and the mode and manner of its disappearance. The thing at present is a perfect puzzle, and persistently sets at defiance every theory set up to meet the case. All that Mr. Spruce pretends to do he has done; he has examined it, as we have said, driven ways into it, up and down. He has had great men down from London, and little men from the country; but both scientific men and practical men have come, looked at it, have scratched their heads, shook them, and gone home to their beds, and then they have come back, and asked the solution as yet in their own breast—the public are none the wiser for it. Mr. Spruce is asked all manner of questions—what he thinks and what he does not think, and all that Mr. Spruce can do, or ought to do, he does. He answers, "There it is, gentlemen; there are the plans, and there are the facts, I leave you to generalise." Well, those who do generalise or theorise are sure to get the worst of it, for there appears to be no theory at present, but there is something to clash with it; and you have no sooner propounded one than up jumps an objector, and very justly says, "But there is so and so, which this does not account for, or is opposed to."

Like Mr. Spruce, we do not propose to theorise, but state facts and circumstances as our memory serves, and in the order in which we find them. Well, we are in the Thick coal, and we follow it for a considerable distance, to where it appears to take a particular tendency to ascend, and we ascend with it till we find it assume the shape of a monster arch; but at its termination it disappears altogether in a singular sort of way. "We do not intend to theorise," as one gentleman said, but, nevertheless, in the face of the promise made, we can scarcely avoid one or two reflections, or mentioning one or two circumstances. Was this great arch of coal formed by the coal being bent upwards from a horizontal position? You look, but see no cracks, as you might expect to do if it were so thrust up in its present brittle and matured state. Was the arch, then, first formed by a long ridge of mud and sand which the water piled up, as a builder first fashions the base on which to construct his arch? You run up and examine it, and there certainly you see the rock running up from a horizontal position, and you see, moreover, where a counter current has not cut it down again, and not satisfied with achieving so much, has then laid across its denuded edges another set of sedimentary strata. The outline of the arch having been thus fashioned in the rough, the coal seams in succession have been laid down conformable therewith. Then, as if satisfied with having accomplished this feat, the coal becomes "smaller by degrees and—less," prior to its final disappearance; and, singularly enough, this out at the bottom, in the form of a carpenter's chisel, the upper portion of which is the last to go, leaving off at an edge; and here, again, one could not help the reflection that some ridge-like accumulation met seam after seam of the coal, each of which gradually becomes lessened in bulk, till the whole, 39 ft. in other places, thins off to 20 feet. Having observed so much, and speculated on a score of similar theories, we now prepared to enter a long, narrow tunnel, driven through the descending strata above the Thick coal, each of which, following the example of their leader, also became sensibly thinner, bringing in the "flying reef," a vagrant member of the Thick coal, which at one time follows it and at another flies off at a tangent. Lastly, down comes another set of rocks, wearing a red livery, and known as the Permian, in a sort of better skelter fashion, without order or arrangement, and cutting off all hope of further search for coal, unless, indeed, some fugitive member cut off from the main body be found at a distance. Having observed these things, and speculated upon them (under protest, however), we ascended without the least mishap to the surface, where Mr. Spruce, under the pretence of showing his sections, invited the party to a handsome and newly-erected engine-house, where an excellent collation awaited them, handsomely and very kindly provided by Earl Dudley's agent of that district.

Two men were killed, and two others seriously injured, by a fall of coal at the Whitehead Colliery, near Oldbury, on Wednesday morning. One of those general movements of the undermined strata, which is locally known as a "bump," brought down a mass of coal, which covered four men. They were got out in two minutes, and two—Simon Rudge and Joseph Bowater, both married men—were found to be dead, whilst the other two were badly hurt. One other, named Blech, had several ribs broken, and his recovery is looked upon as doubtful; whilst the other—David Pool—had one rib broken, besides suffering other injuries. These falls are the great source of loss of life in South Staffordshire, and are extremely difficult to guard against.

Another sad accident happened on Saturday in the Earl of Dudley's Rocket Colliery, near Bilston. Two sinkers were employed deepening the shaft, and were blasting some of the shale. Two shots missed fire, and they put in a third. The men signalled to the engineman to "get ready" to draw them up, and then, standing, each man with one leg inside the bowk, and holding the chain with one hand, they stooped and applied the fire to the straw fuse. Before they could give the final signal to "draw up" the shot exploded, and the men were struck by portions of the rock. The workmen on the bank heard the report of the explosion, and the skip was quickly drawn up. When it reached the top Morgan was lying over the side of the skip insensible, held in, though with great difficulty, by his wounded companion, Warton. Morgan, who had had several of his ribs broken and his lungs lacerated, died on Tuesday. One of Warton's legs is broken in two places, and he is otherwise cut and bruised.

REPORT FROM MONMOUTH AND SOUTH WALES.

JULY 1.—As anticipated in last week's report, the ironmasters at their Preliminary Meeting decided upon fixing the price for all descriptions of iron for the next three months at previous quotations, and under present circumstances no better conclusion could have been arrived at. The quietude which has characterised the trade for the past two or three weeks still prevails, there being no speculative demand for iron, and the market is expected to remain inanimate until after the Quarterly Meeting, next week. It is a source of satisfaction to find that the rail branch of the trade continues to improve as the summer season advances, and as makers have their books full of orders it is now evident that where deliveries are promptly required higher prices must be paid for all new contracts. The accounts from the principal foreign markets represent the demand for rails as being decidedly good, with every prospect of a further increase in requirements. There is every probability of Russia and the United States becoming larger buyers—vast extension of the railway system being projected, both in the Great Republic and in the Muscovite empire. Austria, it is also believed, will soon be in the English market for considerable quantities, many of the continental makers being fully engaged up to the end of the year. Several steamers have been laden this week at the local ports with rails for Russia, and large clearances have also been made for the United States, and ships are now wanted to convey rails to Genoa, Kioge, Hamburg, Mollendo, Port Ancon (Peru), Riga, Danube, Dapitz, Gothenburg, Salmica, Taganrog, Wordinborg, Cronstadt, and several of the transatlantic ports. Satisfactory advices continue to be received from Peru, with which country trade of late has improved; and as the railway system is only in its infancy on the south-west coast of America, makers are in hopes of large quantities of rails and other material being obtained from this district. There is now some prospect of the home trade shortly attaining a more satisfactory position than it now holds, the reduction in the Bank rate of discount to 3½ per cent. affording increased easiness in monetary circles, and will in all probability tend to encourage commercial transactions, and induce a little more speculative feeling to arise in the market, which is now devoid of anything like animation. The pig-iron trade continues inactive, but hopes are entertained of an improvement shortly taking place. Few additional orders have been received by tin-plate makers during the week, and the trade will, no doubt, continue quiet until after the Quarterly Meeting of makers, which will take place next week.

Quietness still characterises the Steam Coal Trade; and although there has been a slight improvement in the demand, prices are so low as to leave no margin for profit, in fact, some contracts are being executed which entail an actual loss to proprietors. The continuation of light and favourable winds has enabled a great many vessels to arrive at and leave the local ports, but merchants and shippers still experience a difficulty in obtaining vessels of suitable tonnage for the more distant ports; and although the output at the collieries has been considerably reduced, the sidings and tramways at the places of shipment are crowded with loaded wagons, and the colliers at several of the pits are not working more than half time. About an average quantity is being sent to the French ports, but with all the other foreign markets transactions are not so numerous as they were this time 12 months. There is a probability of trade with Spain improving, the port charges in that country on vessels trading between England and Spain having been reduced nearly one-half. There is a little more animation in the house coal trade, several coasting vessels having arrived at the local ports to take in coals for West of England and Irish houses.

It is with extreme regret that we have to announce the failure of the Dunraven United Collieries Company (Limited), which some eighteen months or two years ago promised such handsome results to the shareholders. Notice of a petition to wind-up having been given on behalf of a creditor, a meeting of shareholders was called at Westbury, on the 26th inst. A long discussion took place as to the person to be chosen official liquidator, and it was finally resolved that the company should be wound-

up voluntarily, under the supervision of the Court of Chancery, and that Mr. William Adams should be appointed liquidator and manager. The company was started about three years ago, for the purpose of purchasing the Dunraven, Blaenclydach, and New Brithdir Collieries, previously owned by Mr. Thomas Joseph, who has continued to be the managing director of the company, and one dividend of 10 per cent. has been paid. To the almost unparalleled dullness in the Welsh steam coal trade which has prevailed for the last 12 months is to be mainly attributed the inability of the company to maintain its position. Whether the three collieries will be kept going will, no doubt, depend very much on whether they can be without a loss, and it is to be hoped, for the sake of the district, that some means will be discovered to prevent a stoppage, which would be alike disastrous to the prospects of the hands employed and the shareholders.

Mr. Thomas Caslett, who is in the employ of the Penyrheol Coal Company, succeeded on Friday last in winning the Llantwit vein, which was lost some time ago owing to a fault in the strata. Mr. Caslett was employed by the proprietor to obtain the coal if possible; and, although his task was considered a hopeless one, he has succeeded in winning a vein 2 ft. 10 in. thick.

The forgers employed at the Blaenafon Iron Works have threatened to strike for higher wages, but it is probable the threat will not be carried into execution.

A new coal pit has been opened in the Ogmere Valley, at Forchenn.

A meeting was held at Aberdare, on Tuesday, to consider what steps can be taken for the relief of the widows and orphans rendered destitute by the late explosion at Ferndale; and also to consider the best means of establishing a permanent general fund. A large number of colliers were present, as were also Mr. Brown, manager of the Navigation Colliery, and Mr. William Davies and Mr. William Thomas, of the Gadlys Works. Mr. Thomas, a collier employed at the Cwm-dare Colliery, was voted to the chair, and in the course of his speech he said that the colliers, as a body, were determined to have nothing to do with any special appeal on behalf of the sufferers by the Ferndale explosion. Accidents continually occurred in collieries, and many a wife was made a widow and children fatherless, and no one gave them a helping hand. The colliers obtained to relieve one class liberally and leave those who suffered by solitary accidents to the mercy of the Union Workhouse. The colliers were anxious to establish a permanent fund, by which all who suffered by explosions and accidents in the mines should be relieved alike. Many colliers subscribed to the Ferndale funds of 1867 under the impression that the money would be applied on this principle. He had made a rough calculation which, if acted upon, would be sufficient to meet all calamities, without entailing sacrifices on anybody. If 10,000 colliers, for instance, subscribed one farthing per week each it would produce £21,000. Mr. C. H. Waring, C.E., of the Darran, Neath, showed me many years ago a lamp of this sort that he had invented and, I think, patented. It was then, and I dare say is still, used by the men in his Briton Ferry Colliery. Prejudice on the part of those whom it was designed to benefit, men who think security of life and limb too dearly bought at the price of their pipe, has no doubt prevented the more extensive adoption of this ingenious "tobacco-stopper"; but it is time to consider whether the use of something of the sort should not be made compulsory when we have such terrible experience of the rashness and imprudence of colliers as a class.

Mr. J. Watson, Llandaff, writes—The invention by Mr. J. H. Gilmore, of a safety-lamp which cannot be opened without extinguishing the light, alluded to in last week's Journal, is no more new than anything else under the sun. Mr. C. H. Waring, C.E., of the Darran, Neath, showed me many years ago a lamp of this sort that he had invented and, I think, patented. It was then, and I dare say is still, used by the men in his Briton Ferry Colliery. Prejudice on the part of those whom it was designed to benefit, men who think security of life and limb too dearly bought at the price of their pipe, has no doubt prevented the more extensive adoption of this ingenious "tobacco-stopper"; but it is time to consider whether the use of something of the sort should not be made compulsory when we have such terrible experience of the rashness and imprudence of colliers as a class.

The arrivals at Swansea include—the Excel, from Carthagen, with 158 tons of zinc ore, for the Neath Smelting Company; Commodore, from St. Malo, with zinc ore, for Dillwyn and Co.; Rose of England, from Tocopolita, with 600 tons of copper ore, for Richardson and Co.; Linden, from Carlotorte, with 358 tons of zinc ore, for Richardson and Co.; Marie Zoe, from Bilbao, with 140 tons of iron ore, for H. Bath and Son; Georgina, from Carlotorte, with 388 tons of zinc ore, to John Richmond, from Carlotorte, with 370 tons of zinc ore, for H. Bath and Son; John Henry, from Carlotorte, with 304 tons of zinc ore, for H. Bath and Son; and 217 tons of Esparto grass, for W. H. Tucker; St. Elvins, from Tarranova, with 176 tons of bromine, for M. Jones and Brother.

MINING, METALS, AND MINERALS—PATENT MATTERS.

BY MICHAEL HENRY.

Patent Agent and Adviser, Memb. Soc. Arts, Assoc. Soc. Eng.

MR. THOS. R. CRAMPTON, of Great George-street, Westminster, has specified an invention for furnaces for burning combustible liquids, either alone or in combination with other fuel. According to this invention, oil is burnt in a close furnace, into which is forced, by means of a fan, and at a comparatively light pressure, the bulk of air required for the combustion of the liquid. For this purpose, the crescent or other combustible liquid to be burnt is admitted into the jet or stream of air as it passes from the conduit-pipe into the furnace or combustion-chamber, and for this purpose the oil supply-pipe is inserted into the top of the conduit-pipe, in close proximity to the furnace, or just in front of the end of the conduit-pipe; the liquid may enter into or in front of the air-pipe in one or more streams. When working in this way a light pressure above the outer atmosphere will be maintained in the furnace, in place of a partial vacuum, as heretofore, when combustible liquids have been burnt, so that no air enters, except what is forced in with the oil—hence the quantity of air admitted is perfectly under control, whatever the state of the outside atmosphere, and there is not the waste of heat which there is when sufficient draft is obtained by a chimney; the furnace is also, in this invention, adapted for use in cases where a high chimney is inadmissible. Another part of this invention consists in employing solid fuel in combination with liquid fuel, by blowing the solid fuel, in the form of dust, into the furnace. The solid and liquid fuel may be introduced at the same orifice or separately. By burning liquid fuel in combination with the solid fuel the perfect combustion of the solid fuel is more readily obtained. The solid fuel employed in the state of powder may be either coal, coke, charcoal, or peat, or other solid fuel in the state of powder may be employed.

Messrs. CHAS. MARKHAM and WM. KNIGHTON, of the Staveley Coal and Iron Works, Chesterfield, have obtained a patent for a joint invention for apparatus for moulding pipes and other cylinders. For this purpose, to form the exterior moulding surface, a cylinder is employed, such cylinder being longer than the pipe intended to be cast. The cylinder is fitted with two or more grooves, running parallel with the axes of the cylinder. Upon this cylinder a sliding head is mounted, this head being made taper or conical on the outside, to suit the solidity intended to be given to the sand in the mould. This conical sliding head is fixed or attached to a strong cross-head; this cross-head is attached to a screw, which screw is fixed concentric with the cylinder and the moving head. The end of the screw is so constructed that it can be readily driven by gearing situated below the ordinary floor-line. This screw is made to travel at such a speed that the loose head rises as the sand is being fed in at the top of the mould, so that the necessary solidity will be given to the sand. When this loose head has been raised to the length required, or, in other words, when the length of mould required has been made, the cylinder is then removed, with its screw and loose head, and the mould taken into the stove, and the process repeated. The main cylinder, on which the loose head travels, is dropped into a ring concentric with the gearing under the floor-line. The cross-bar is preferably raised, with its loose head, by a screw; it may be raised by hydraulic pressure—that is to say, the cross-bar may be attached to a cylinder or ram, this cylinder or ram being lifted by the direct action of either steam or water, or it may be raised by the means of an ordinary hand or power crane. The inner moulding-surface or core of the mould is formed in a similar manner by means of a taper or conical head, which, being drawn along, compresses the sand by the amount of the taper given to it, and so forms a moulding surface sufficiently solid.

CORNISH PUMPING ENGINES.—The number of pumping-engines reported for May is 18. They have consumed 1377 tons of coal, and lifted 10·2 million tons of water 10 fms. high. The average duty of the whole is, therefore, 50,100,000 lbs., lifted 1 ft. high, by the consumption of 112 lbs. of coal. The following engines have exceeded the average duty:—

Cargill Mines—Mitchell's 72 in.	Millions	51·9
Chiverton Moor—70 in.		52·2
Great North Downs—Sloan's 70 in.		67·6
Great Work—Leed's 60 in.		54·4
North Wheel Croft—Trevenson's 80 in.		65·9
South Wheel Frances—Marriott's 76 in.		58·6
West Wheel Seton—Harvey's 85 in.		63·5

HOLLOWAY'S PILLS—THE MOST BENEFICIAL MEDICINE.—Nothing has yet equalled the efficacy of these balsamic pills in checking disease in and restoring vigour to the human body. They root out all impurities from the blood, and regulate and invigorate every organ. Immense care is taken to secure a genuine preparation to the public, that no disappointment may be caused by any seeking health by Holloway's pills. Their composition and careful packing prevent the impairment of their virtue by time, sea voyage, or climate. They never gripe or cause inconvenience. In disturbances of the system, disorders of the digestive apparatus, and derangements of the bowels, these pills exercise an almost magical power, which cures diseases safely, quickly, conveniently, and cheaply.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN THE MATTER OF THE COMPANIES ACT, 1862, and of the NORTH PORTHILL MINING COMPANY.—ALL CREDITORS or CLAIMANTS of the ABOVE COMPANY, who have not received notice from the Registrar of the said Court that their claims have been already admitted, are hereby REQUIRED to COME IN and PROVE their SEVERAL DEBTS or CLAIMS at the Registrar's Office, Truro, on Wednesday, the 14th day of July next, at Eleven of the clock in the forenoon, or in default thereof they will be EXCLUDED from the BENEFIT of any DISTRIBUTION made before such proof. And for the purpose of such proof they are either to attend in person, or by their solicitors or competent agents, or (unless such attendance be required by the Registrar's summons) they are to send affidavits of their several debts or claims to the Registrar of the Court, at Truro, such affidavits being sworn either before some Commissioner of the said Court, or before any Court Judge, Justice, or any Commissioner of one of the Superior Courts, lawfully authorised to take and receive affidavits and affirmations.

FREDERICK MARSHALL,

Registrar of the above-named Court, Truro, Cornwall.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN THE MATTER OF THE COMPANIES ACT, 1862, and of the GREAT WHEAL BUSY MINING COMPANY.—TO BE SOLD, BY PUBLIC AUCTION, at and upon the

GREAT WHEAL BUSY MINE.

In the Parish of KENWYN, in the County of CORNWALL, under the direction of the Registrar of the Court, on Tuesday, the 6th day of July next, at One o'clock in the afternoon, subject to such conditions as shall be then and there produced, in one or more lots, as may be then and at that time agreed on, the undermentioned MACHINERY, PITWORK, AND MATERIALS, viz.:—

TWO 11 ton BOILERS at great engine.
22 in. PUMPING ENGINE, with ONE BOILER.
Several 9 ft. 14 in. PUMPS.
18 9 ft. 13 in. ditto.
1 19 in. 11½ ft. pole case.
1 14 in. 3 ft. matching piece.
2 13 in. doorpieces.
1 13 in. 6 ft. clack seat piece.
1 12 in. 10 ft. windbore.
1 12 in. 4 ft. ditto.
1 13 in. 6 ft. ditto.
A quantity of oil iron, timber, &c., and a variety of other materials and effects in general use in mines.
To view the above, or any part thereof, application should be made to Mr. SAMUEL OSBORNE, the officer of the Court in charge thereof.
J. ROBERTS, Truro.
(Agent for Messrs. Stephens, Prance, and Jago, Solicitors, Plymouth).
Dated Registrar's Office, June 23, 1869.

SORTIDGE CONSOLS,

HORRABRIDGE, NEAR TAVISTOCK, DEVON.

TO MINE AGENTS, IRON FOUNDERS, AND OTHERS.

MESSRS. MONK AND SON WILL SELL, BY AUCTION, in lots, on Tuesday and Wednesday, the 6th and 7th days of July, 1869, the whole of the MACHINERY and EFFECTS of the said Mine, comprising:—
40 in. CYLINDER STEAM PUMPING ENGINE, 9 ft. stroke, equal beam, with 10 ton BOILER, and the whole of the internal part of the engine-house fittings, elegantly got up, with cast-iron girders and joist, sawn stone floors, ornamental iron stairs, with mahogany hand-rail to each of the floors, in high class condition (by Nicholls, Mathews, and Co.).
22 in. rotary WHIM ENGINE, with 8 ton BOILER and DRAWING MACHINE, fly wheel and shaft, 6 tons, and the internal fittings, complete.
CRUSHER, with 22 in. rolls, raft wheel and fittings, complete.
8-arm CAPSTAN, with oak axle, cast sockets, beam and stays, complete.
SHEARS, 75 ft. high, with two sheaves, braces, bearings, stays, &c., in first-rate condition.
200 fms. 12 in. CAPSTAN ROPE (the most part but very little used).
TWO POPPET HEADS, 40 ft. high, with pulleys, brasses, saddles, stays, &c.
Superior shaft bob, complete; 60 fms. of 10 in. wood main rod, with strapping plates, rod bolts and nuts; 14 pieces of 6 in. wood main rod, with strapping plates, rod bolts and nuts.
20 tons of IRON, 2½ in. by ½ in.
43 11 in. pumps, 1 10 in. working.
2 10 in. poles and cases, stuffing boxes and glands.
2 11 in. H-pieces.
2 11 in. doors and door pieces.
1 4 ft. 6 in. 10 in. matching.
21 8 in. pumps.
2 8 in. door and door pieces.
2 8 in. H-pieces, 2 7 in. workings.
2 6 in. plunger poles and cases, stuffing boxes and glands.
3 punches, several tram wagons, staples and glands, screw stock, taps and plates, cobbling mills, loops, chains, bevils, flange bolts and pump rings, 2 beams, several cast weights, copper powder scales, scoop and weights, quantity of shaft rolls, pulleys and stands, double purchase crab winch, 2 single ditto, sample table, 3 large sheds, picking tables, hutchies, launders and stands, several tons of wrought and scrap iron, quantity of new and useful iron, timber, &c., anvil, vice, bellows and frame, and a quantity of smiths' and miners' tools, wheel and handbarrows, grindstone, carpenters' bench, with a variety of other effects in general use in mines.

The Auctioneers beg to say that the whole of the machinery and plant will bear the very strictest inspection, being of first-class material and workmanship, and in excellent condition.
N.B.—The Mine is adjoining the road, about three miles from Tavistock, and one mile from the Horrabbidge Station on the South Devon, Tavistock, and Launceston Railway, thus affording the materials easy transit.
Refreshments at Twelve o'clock, and the sale will commence each day at One punctually.
Dated Abbey, Tavistock, June 24th, 1869.

GLoucestershire.

VALUABLE MINING PROPERTY.

MESSRS. BRUTON AND KNOWLES (Auctioneers) WILL SELL, BY PUBLIC AUCTION, at the Bell Hotel, Gloucester, on Saturday, the 24th day of July, 1869, at Three o'clock in the afternoon (either together or in such lots as may be determined upon at the time of sale, and subject to such conditions as may be then produced), the VALUABLE FREEHOLD and LEASEHOLD

COAL AND HEMATITE IRON MINES, And other property, situate at FRAMPTON COTTEREL, IRON ACTON, and RANGEWORTHY, in the county of GLOUCESTER, formerly belonging to the "CHILLINGTON IRON COMPANY," and now belonging to and carried on by the "FRAMPTON HEMATITE MINING COMPANY." Together with the

POWERFUL ENGINES, MACHINERY, AND PLANT Of every description, in full working order.

The Mines are about two miles distant from the Yate Station upon the Midland Railway, and a branch from the Yate and Thornbury Branch Railway terminates upon the property.
Further particulars are in course of preparation, and may be obtained on and after the 30th inst. of the Auctioneer, Albion Chambers, King-street, Gloucester; at the offices, at Frampton Cotterel; and at the offices of Messrs. DODDS and TROTTER, No. 6, Pall Mall East, London, S.W., and Stockton-upon-Tees.

GLAMORGANSHIRE.

FREEHOLD ESTATE, RESIDENTIAL AND MINERAL—two miles from Pontypridd, four miles from Llantrissant, and twelve miles from the important and flourishing port of Cardiff—comprising the FARMS of TYR MAB ELLIS, COED-CAE-DDU, and PEN-COED-CAE, MANSION and GROUNDS, GROUND RENTS, STONE QUARRIES, and the various SEAMS of COAL (including the celebrated anthracite), which underlie the estate.

MR. D. T. ALEXANDER is favoured with instructions from the Devisee, under the will of Colonel John Hewett, to SELL, BY AUCTION, at the Angel Hotel, Cardiff, on Thursday, the 29th day of July, 1869, at Two for three o'clock, the IMPORTANT and VALUABLE PROPERTY, known as the

TYR MAB ELLIS ESTATE,

In the following, or such other lot or lots as at the time of sale shall be declared.

LOT I.—THE FARM, called "PEN-COED-CAE" (otherwise Caerlan and Tyldy), with HOMESTEAD, BUILDINGS, COTTAGES at rack and ground rents, and productive PASTURE and ARABLE LAND, together with valuable STONE QUARRIES in full work, containing in the whole about 116 A. 1 R. 5 P., situate in the parishes of Llantwit Vardre and Llantrissant, in the occupation of Mr. John Jenkins, and others.

LOT II.—THE MANSION of TYR MAB ELLIS, with the BUILDINGS, PLEASURE GROUNDS, GARDENS, ORCHARDS, and productive LANDS thereto belonging, containing in the whole 78 A. 3 R. 34 P., or thereabouts, situate in the parishes of Llantrissant and Llantwit Vardre, in the occupation of Capt. Hewett, R.M., and others.

LOT III.—THE FARM, called "COED-CAE-DDU," with HOMESTEAD BUILDINGS, COTTAGES at rack and ground rents, and productive PASTURE and ARABLE LAND, containing in the whole 109 A. 3 R. 1 P., or thereabouts, situate in the parishes of Llantrissant and Llantwit Vardre, in the occupation of Mr. James Coombs, and others.

The valuable MINERALS underlying each lot will be included in and sold therewith.

The attractive mansion and grounds are in an admired situation of the neighbourhood, commanding panoramic views of varied beauty and great extent, and affording a residence suitable to the requirements of a capitalist desiring to possess and develop the valuable resources of the estate.
The reports of eminent mining engineers leave no doubt that the remunerative seams of coal found at Merthyr, Aberdare, Rhondda, and Llantwit will all be proved upon this estate.

The Taff Vale and Llantrissant Railway runs at the foot of the estate, and affords communication with the Llynvi, Ogmore, and Llantrissant Junction Railways.

Lithograph plans, and particulars and conditions of sale, can be had, on and after the 1st July, upon application to H. HOLLAND BURNES, Esq., 15, Vineyard, Bath; or to the Auctioneer, Institute Chambers, Pontypridd.

SOUTH CARADON MINE.

MR. SOBEY WILL OFFER FOR SALE, BY PUBLIC AUCTION, at the London Inn, Liskeard, on Monday, the 12th of July next, at Three P.M., TWO (1-512th) PARTS or SHARES in the above VALUABLE DIVIDEND-PAYING MINE, acknowledged to be one of the most sound and prosperous speculations in the counties of Devon and Cornwall.
Dated Auction Offices, Parade, Liskeard, June 24, 1869.

SALE OF MINE PROPERTY—BY TENDER. SHROPSHIRE COPPER MINING COMPANY (LIMITED). IN LIQUIDATION.

BY ORDER OF THE LIQUIDATOR.

TO BE SOLD, BY TENDER, all the ESTATE and beneficial and other INTEREST of the said company of and in the LEASE or GRANT of MINERALS in, under, or upon WESTCOTT FARM, and other parts of the GATTEN ESTATE, SHROPSHIRE, demised by a certain Indenture of lease thereof, dated the 30th day of December, 1865, and by a certain other Indenture, dated the 12th day of April, 1867, endorsed on that of the former Indenture; and also all the MACHINERY, PLANT, MINING GEAR, TOOLS, TACKLE, MATERIALS, ORES, HALVANS, and APPURTENANCES of the said company, the said MINES and MINERALS belonging or appertaining.
The Liquidator will receive at his offices, No. 20, Castle-street, Liverpool, sealed tenders, endorsed "Tenders for Shropshire Copper Company's Mine, Machinery, and Effects, at Westcott," up to Two o'clock on Thursday, the 16th day of July, 1869, at which time and place the said tenders will be opened, and the purchaser declared.

The purchaser will be required to pay a deposit of 20 per cent. on the amount of the purchase-money on his tender being accepted, the purchase to be completed and the balance of the purchase-money paid, within two months from the payment of the deposit.

The Liquidator does not bind himself to accept the highest or any tender. Inspection of the machinery, and other effects at the Mine, can be had on production to Capt. JAMES NANCARROW, on the Mine, of an order for that purpose from the Liquidator, and any further information, with inspection of the leases and schedule of the principal effects, obtained from the Liquidator, June, 1869.
Mr. T. W. READ, 30, Castle-street, Liverpool.

PRELIMINARY NOTICE.

FOR SALE, BY PRIVATE TENDER, in One Lot, the WHOLE of those VALUABLE MINING SETTS, known as

WHEAL FALMOUTH AND SPERRIES.
In the parish of KEA, near TRURO, CORNWALL, with the PLANT thereon, which includes ONE 80 in. PUMPING ENGINE, with THREE BOILERS; ONE 50 in. ENGINE, with TWO BOILERS; two steam whims, with steam capstan attached; crusher; cast-iron balance bobs, and all the PLANT and MACHINERY necessary for the development of these extensive mines.

Further particulars will appear in future advertisements. In the meantime, all further information may be obtained on application to Mr. JOHN PASCOE, Truro; or Captain KITTO, on the mine.
The sets are held for the remainder of an unexpired term of eleven years, under Lord Falmouth, at 1-20th dues.

SOUTH EXMOUTH MINE, HENNOCK, DEVON.

FOR SALE, BY PRIVATE CONTRACT, the following FIRST-CLASS ENGINES and MINING MATERIALS, viz.:—
40 in. cylinder PUMPING ENGINE.
25 in. cylinder WHIM ENGINE, with CRUSHER attached.
100 fms. 11 and 12 in. PUMPS.
Water wheels, tram iron, smith's bellows, timber, and various useful mining materials.

Apply to Capt. JOHN CORNISH, Frank Mills Mine, Christow; or to Mr. J. O. HARRIS, Public Accountant, 2, Gandy-street, Exeter.
Exeter, 24th June, 1869.

WEDNESBURY.

VALUABLE MINES OF COAL, ETC.

TO BE SOLD OR LET, with IMMEDIATE POSSESSION, THE LEA BROOK COLLIERY, WEDNESBURY, STAFFORDSHIRE, consisting of the remaining MINES and MINERALS, down to and including the NEW MINE COAL, in and under THIRTY ACRES OF LAND, or thereabouts.
The colliery is now in good working order and condition.
The loose working stock and plant to be taken at a valuation. The fixed machinery and plant may be either purchased or rented.
For particulars, apply to Mr. SEAMAN, solicitor, Wednesbury; or to Mr. DAVID PEACOCK, Mining Engineer, Horseley, Tipton.

IRON ORE ROYALTY.

TO BE DISPOSED OF, BY PRIVATE TREATY, VALUABLE IRON ORE WORKS, with LARGE DEPOSITS OF ORE, fully developed in the MINERAL DISTRICT near WHITEHAVEN.
Also, if required, an EXCELLENT SITE FOR BLAST FURNACES adjoining, or OTHER IRONWORKS, with abundant supply of water, lime, &c.
Apply to "Alpha," Post-Office, Workington, Cumberland.

IRON ORE FIELD IN COUNTY ANTRIM, TO LET.

THE IRON ORE in part of the Townlands of SKERRY, EAST HUNDRED ACRES, is proposed TO BE LET for nineteen years, or such other period as may be agreed on.

The ore is similar in quality to what is worked by Mr. Fisher in the adjoining lands of Legragrane, and shipped by him at Red Bay. It lies horizontally under the trap, and upwards of two miles of outcrop can be traced within the area proposed to be let.

Red Bay is distant 10½ miles by road, where the ore can be shipped, and about 7½ miles from the Belfast, Ballymena, and Portrush Railway.
Information will be given, and offers received for the proprietor, by Mr. WILLIAM ROBERTSON, CAND, M.E., 123, St. Vincent-street, Glasgow, until the 17th day of July next.

GUNPOWDER MANUFACTORY TO BE SOLD.

THE PLYMOUTH AND DARTMOOR GUNPOWDER WORKS, LIDFORD, DEVON, including MACHINERY, MAGAZINES (in the Western Counties, Wales, and elsewhere), STORES, and EXTENSIVE BUILDINGS, with or without the STOCK, TRADE ASSETS, &c.

These works are held for a long lease, and are situate on Dartmoor, Devon, remote from population and buildings, are worked by water-power, and are of a capacity to do an extensive and lucrative business, the Port of Plymouth affording abundant opportunities of shipment to all parts of the world.
There is a railway communication for a part of the way from the port to the works, and a survey is now in progress for making a branch to Prince Town, about three miles from the factory.

This establishment was carried on with great success for nearly twenty years. The recent collapse of the Devon and Cornwall mining interest has occasioned a partial and temporary loss of a home market, and some of the proprietors are averse to enter largely on a foreign trade, for which a good connection is offered. The terms on which the property may now change hands are of the most liberal and advantageous character to the buyer, and at least one-third of the present proprietary would, if desired, unite with the purchaser to carry on an extended business.

For particulars, apply to Mr. CROKER, the Secretary, at the offices, Tavistock-street, Plymouth, or to Messrs. WHITEFORD and BENNETT, Solicitors, Plymouth.
Plymouth, June 17th, 1869.

FOR SALE:—

7 TONS OLD COPPER (clean).
4 TONS OLD GUN METAL.
200 TONS DOUBLE-HEADED RAILS.
700 TONS CONTRACTORS' RAILS, 45 lbs. per yard.
32 TONS SPIKE NAILS, for permanent way.
200 TONS CINDER PIG-IRON.
200 TONS HOOP and SHEET IRON (damaged).
2000 TONS OLD CAST-IRON CHAIRS.

Apply to—
JOHN ROBERTS,
55, TOWER BUILDINGS EAST, LIVERPOOL.

FOR SALE.—ONE 40-in. cylinder PUMPING ENGINE,

with ONE BOILER, 10 tons.
ONE WATER-WHEEL, 60 ft. diameter, 2½ ft. breast, with cast-iron rings sockets, saddles, and brasses, and hammered iron axle.
ONE cast-iron RING for WATER-WHEEL, 27 ft. diameter.
ONE DRAWING MACHINE, with 300 fms. ¾ in. best chain.
30 fms. 11 in. PUMPS; 40 fms. 9 in. PUMPS; 23 fms. 8 in. PUMPS.
130 fms. 2½ in. IRON FLAT RODS, with pulleys and brackets for same.
50 fms. 2 in. ditto ditto ditto.
IRONWORK FOR SHAFT; ANGLE AND BALANCE BOBS.
For further information respecting the above machinery, apply to—
WM. LANGDON, IRON FOUNDER, &c., LAUNCESTON, CORNWALL.

FOR SALE.—THE UNDERMENTIONED ENGINES AND WATER WHEELS:—

ONE 60 in. cylinder ENGINE, 10 ft. stroke in cylinder, and 9 ft. in shaft with TWO Cornish BOILERS, 10 tons each.
ONE 56 in. cylinder PUMPING ENGINE, 9½ ft. stroke, equal beam; with TWO Cornish BOILERS.

ONE 50 in. cylinder PUMPING ENGINE; with ONE BOILER.
ONE 12 in. cylinder rotary STEAM ENGINE, with ONE 6 ton BOILER.
The whole of the above engines are in excellent condition, some being near new.

WATER WHEELS.
ONE WATER WHEEL, 40 ft. diameter, and 8 ft. abrest.
ONE ditto 60 ft. ditto 3½ ft. abrest.
The above wheels have cast-iron rings, sockets, and axles.
Also, several Cornish CRUSHERS, of various sizes.
For further information respecting the above machinery, apply to W. MATTHEWS, Engineer, Tavistock.
Tavistock, April 1, 1869.

FOR SALE, cheap, a 16-horse power PORTABLE STEAM ENGINE, new, and with all recent improvements, guaranteed.
FIRST-CLASS PORTABLES, 5 to 23-horse power, on advantageous terms. Prize Medals awarded—Hamburg, 1863; Paris, 1867, &c.

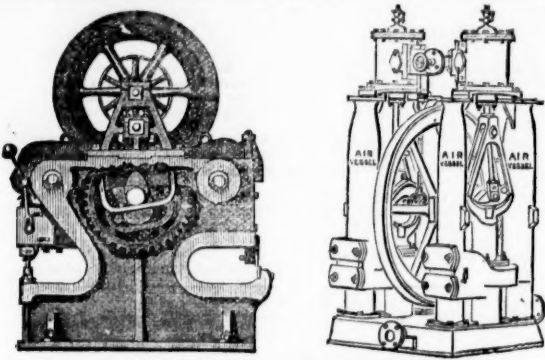
FOR SALE, EIGHT very superior SECONDHAND PORTABLE STEAM ENGINES, 5 to 10-horse power, by eminent makers, in excellent condition.
BARROWS and STEWART, ENGINEERS, BANBURY.

BICKFORD'S PATENT SAFETY FUSE

Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" of 1862, in London; at the "IMPERIAL EXHIBITION" held in Paris, in 1855; at the "INTERNATIONAL EXHIBITION," in Dublin, 1865; and at the "UNIVERSAL EXPOSITION," in Paris, 1867.



BICKFORD, SMITH, AND CO.,
TUCKINGMILL, CORNWALL, MANUFACTURERS OF PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manufacture, beg to call the attention of the trade and public to the following announcement:—
EVERY COIL OF FUSE MANUFACTURED by them has TWO SEPARATE THREADS PASSING THROUGH the COLUMN OF GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE THREADS as THEIR TRADE MARK.



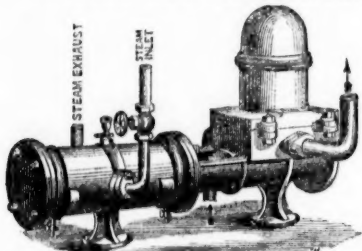
JOHN CAMERON,

MAKER OF

STEAM PUMPS, PORTABLE ENGINES, PLATE BENDING ROLLERS, BAR AND ANGLE IRON SHEARS, PUNCHING AND SHEARING MACHINES, PATENTEE OF THE DOUBLE CAM LEVER PUNCHING MACHINE, BAR SHEARS, AND RAIL PUNCHING MACHINES,
EGERTON STREET IRON WORKS, HULME, MANCHESTER.

PUMPING ENGINES FOR MINES.

THE PATENT "UNIVERSAL" STEAM PUMP, VERTICAL AND HORIZONTAL.



POWERFUL—SIMPLE—DURABLE—RELIABLE—CHEAP.
SUPERIOR TO ALL OTHER INVENTIONS.

SOLE MAKERS—

HAYWARD TYLER AND CO.,
84 AND 85, UPPER WHITECROSS STREET, LONDON, E.C.
* * * WHERE IT CAN BE SEEN AT WORK.

GAMBLE'S PATENT STEAM LUBRICATOR.

FOR STATIONARY, LOCOMOTIVE, AND STEAM ENGINES.

**SELF-ACTING.**

Lubricates all the valves and internal parts of the cylinder continuously. Effects a most important saving in the oil or tallow. Increases the regularity of working. Prevents frequent repairs.

SOLE MAKERS—

HAYWARD TYLER AND CO.,
84 AND 85, UPPER WHITECROSS STREET, LONDON, E.C.



PRIZE MEDAL
AWARDED
AT THE
HAYRE
EXHIBITION
OF 1868
TO



ECONOMICAL,



AND LASTING.

PEACOCK AND BUCHAN'S No. 3 COMPOSITION PAINT.

Is superior to all other paints, and, being mixed ready for use, is cheaper. It also lasts longer, will wash without rubbing off, and can be applied by gardeners or labourers, requiring no oil, turpentine, or varnish. It is applicable for all kinds of house painting, greenhouses, vineries, pit frames, &c.; also for carts, wagons, railway plant, agricultural implements, and MINING purposes, &c., after a successful trial of nearly TWENTY YEARS.

It dries in a few hours with a beautiful brilliant surface, without stickiness or unpleasant smell; and is more economical, and stands longer than unground ordinary paint, mixed by hand. It has been opened after ten years, and found to be quite good and ready for use.

As any person can lay it on, it is found to be most economical and useful to country gentlemen, and to the settler in India, Canada, Australia, New Zealand, &c., when living at a distance from a town—enabling every man to be his own painter. Danger from fire on board ship is also prevented. (See pamphlet, with testimonials, sent free on application.)

PEACOCK AND BUCHAN'S ANTI-CORROSIVE METALLIC PAINT for MINING PLANT, at 3s. per cwt., is extensively used by the great mining companies, being cheap and durable.

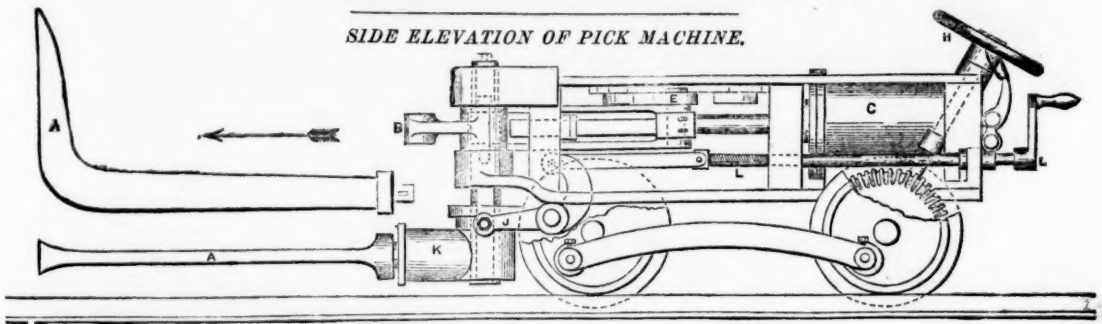
For prices, &c., apply to

MESSRS. PEACOCK AND BUCHAN, SOUTHAMPTON;
MR. ROBERT ORD, JUN., MANAGER, 39, UPPER EAST SMITHFIELD, LONDON
Or their accredited agents in all parts of the world.
AGENTS WANTED FOR INLAND TOWNS.

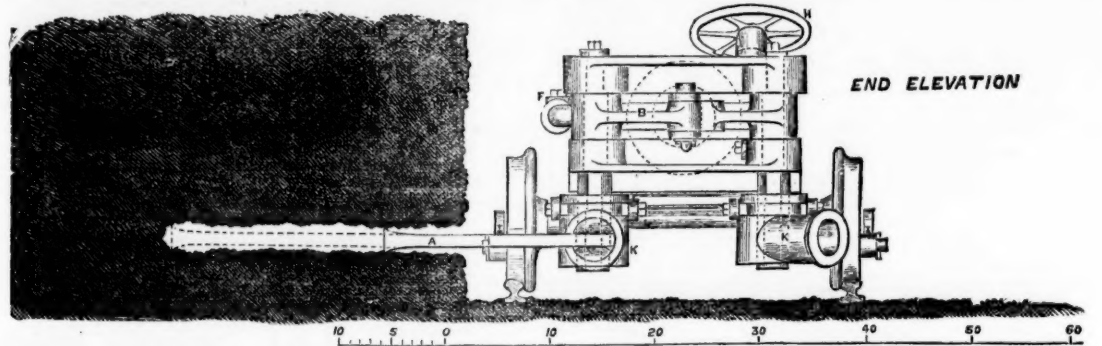
THE NEWCASTLE CHRONICLE AND NORTHERN COUNTIES ADVERTISER. (ESTABLISHED 1764.)
Published every Saturday, price 2d., or quarterly 2s. 2d.

THE DAILY CHRONICLE AND NORTHERN COUNTIES ADVERTISER.
Offices, 42, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North Shields; 190, High-street, Sunderland.

COMPRESSED AIR COAL-CUTTING MACHINERY. FIRTH'S PATENTS.



SIDE ELEVATION OF PICK MACHINE.



END ELEVATION

These Machines are now working with the most perfect success,
Both practically and commercially.

They are portable, easily managed, and not more liable to get out of order than other ordinary machinery. They EXPEDITE the OPENING of NEW PITS. There is LESS BREAKAGE of COAL, and a consequent INCREASE in its VALUE, with a DECREASE in its COST of PRODUCTION.

The VENTILATION of THE MINE IS IMPROVED, the RISK of ACCIDENTS DIMINISHED, and the SEVERE PHYSICAL CONDITIONS of COAL-PIT LABOUR are, by the USE of these MACHINES, MODIFIED and MUCH RELIEVED.

For terms of use, and for admission to see the machines at work, apply to—

MR. FIRTH 15, YORK PLACE, LEEDS.

DERING'S PATENT ROCK-BORING MACHINERY, FOR DRIVING LEVELS AND SINKING SHAFTS IN MINES, QUARRYING, RAILWAY TUNNELLING, AND OPEN CUTTING.



ARRANGEMENT FOR SHAFT SINKING AND QUARRYING

In STONE of ORDINARY HARDNESS the MACHINE will BORE HOLES at the rate of about SIX INCHES in depth PER MINUTE, and in the HARDEST GRANITE at from TWO to THREE INCHES PER MINUTE. For this a working pressure of 30 lbs. only per square inch is required. In Quarrying and Shaft-sinking the stand is not required, consequently NO TIME IS LOST IN FIXING THE MACHINE.

This engine has been used with advantage in the mines of the Vieille Montagne Company in Germany, as well as in Belgium, and at Tineroff Mine, in Cornwall.

Twelve engines are now in course of construction for use in the Dolcoath Mine, in Cornwall.

For further particulars, apply to the sole makers—

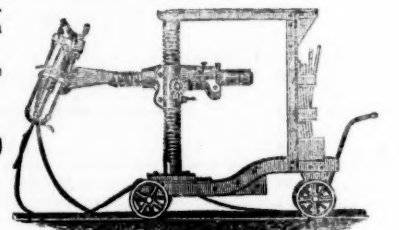
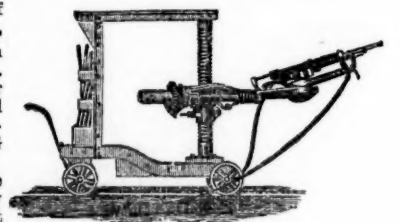
SIMPSON & CO.,

Engineers,

GROSVENOR ROAD,

PIMLICO, LONDON, S.W.,

On whose premises a Machine can be seen in action.



ARRANGEMENT FOR LEVEL DRIVING AND TUNNELLING.

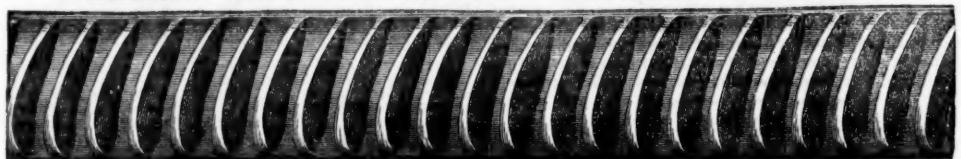
PORTABLE ENGINES,

FROM 4 TO 25-HORSE POWER.

THRASHING MACHINES,

Single, Double, and Treble Blast, with patent Rolled Steel Beater Plates, and all other recent improvements.

PATENT ROLLED STEEL BEATER PLATES.



CLAYTON & SHUTTLEWORTH, Sole Licensees and Manufacturers.

These Plates have been thoroughly tested, and are found to wear more than three times as long as the Malleable Iron Plates hitherto in use. C. and S. are prepared to supply Thrashing Machine Owners and the Trade in any quantity.

CLAYTON AND SHUTTLEWORTH,
Stamp End Works, Lincoln, and 78, Lombard Street, London.

CATALOGUES ON APPLICATION, FREE BY POST.



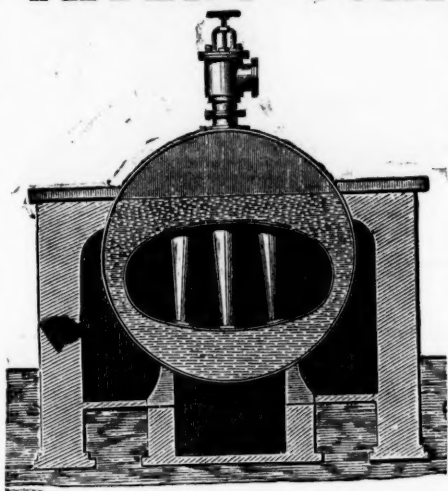
PATENT FLEXIBLE TUBING, AND BRATTICE CLOTH FOR MINES

MANUFACTURED BY

ELLIS LEVER,

WEST GORTON WORKS, MANCHESTER.

GALLOWAY'S PATENT CONICAL WATER TUBES FOR STEAM BOILERS.



Section of the "Galloway" Boiler, showing arrangement of back flues, the furnaces being of the same construction as in the common two-flued boiler.

The above TUBES are made with such an amount of taper as will allow the bottom flange to pass through the hole in the upper side of the boiler flue, which renders their introduction into ordinary flued boilers a simple operation, and with the following advantages:—
The POWER of the BOILER is CONSIDERABLY INCREASED, and the FLUES ARE MATERIALLY STRENGTHENED.
The CIRCULATION of the WATER is MUCH IMPROVED, and UNEQUAL EXPANSION, with its attendant evils, PREVENTED.
LIABILITY TO PRIME IS LASSENED.

These Tubes have now been in use upwards of fourteen years, and above 50,000 are in work in various parts of the country with the best results.

They can be fixed by any boiler maker, but can only be obtained from the Patentees,

W. & J. GALLOWAY & SONS,
ENGINEERS AND BOILER MAKERS,
MANCHESTER,

Makers of Wrought-iron Parallel Tubes, 40s. p. cwt.

MANUFACTURERS OF THE WELL-KNOWN

"GALLOWAY BOILER,"

AS PER SKETCH ANNEXED.

UPWARDS OF TWO THOUSAND OF WHICH ARE NOW AT WORK.

BOILERS OF ANY DIMENSIONS, UPON THIS OR ANY OTHER PLAN, CAN BE DELIVERED WITHIN A FEW DAYS FROM RECEIPT OF ORDER.

STEAM ENGINES OF EVERY DESCRIPTION.

General Millwrighting.—Hydraulic Machinery.—Polishing, Grinding, and other Machines for Plate Glass.

LEAD ROLLING MILLS AND PIPE PRESSES. CAST AND WROUGHT-IRON GIRDER BRIDGES.

HALEY AND OTHER LIFTING JACKS, BOILER RIVETS, &c.—SCREW BOLTS, STEEL PUNCHING BEARS.

Shearing and Punching Machines, Bending Rolls, and every description of Boilermakers' Tools, &c., &c.



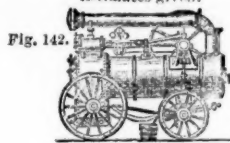
GWYNNE & CO.'S
IMPROVED PLUNGER
HAND PUMP.

A very neat and extremely compact arrangement; will work for years without getting out of order. These pumps are peculiarly adapted for mines, for which great numbers have been supplied in situations where no other pump could be applied for want of space. They are equally adapted for use as feed-pumps, by driving them with strap from a rigger in place of the fly-wheel.



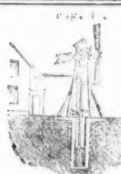
GWYNNE & CO.'S
PATENT COMBINED STEAM-PUMP,
As Applied to Railway Stations.

The vertical boiler supplies the engine with steam, the pump discharging the water lifted from the well into the tank above, whence it may be drawn as occasion requires, for feeding locomotives, washing the carriages, as a fire-engine, &c. Estimates given.



GWYNNE & CO.'S
IMPROVED PORTABLE
STEAM-ENGINE.

Light, simple in construction, durable, and economical, and very superior to "agricultural" engines. From 2½ to 30 horse power.



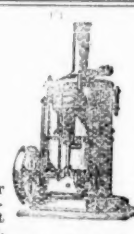
GWYNNE & CO.'S
PATENT WATER POWER
PUMPING MACHINERY.

Extremely useful wherever water-power is available. Small and powerful, low in cost, economical in work. No skilled labour required. The centrifugal pump is worked by gear from the water-wheel. Suitable for supplying country mansions with water. No expense when once fitted. Made of all powers.



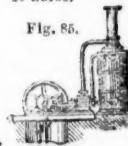
GWYNNE & CO.'S
IMPROVED PULLOCK OR
HORSE POWER
PUMPING MACHINERY.

Suitable also for supplying the For situations where steam, water, or manhood or noblemen or gentle wind power are not available. Portability. Works continuously day and night, easy to erect, and not liable to get out of order. Made out of order. From 1 to 6 horse power.



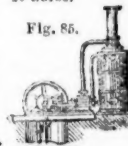
GWYNNE & CO.'S
IMPROVED
VERTICAL
STEAM-ENGINE.

Occupies little space, compact, safe, and easy to work. Made from the very best selected materials. Of all powers from 2 to 20 horse.



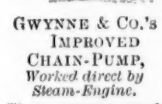
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IMPROVED HORIZONTAL
HIGH-PRESSURE STEAM-ENGINE.

With or without expansion gear, for economical working. From 4 to 100 h. p.



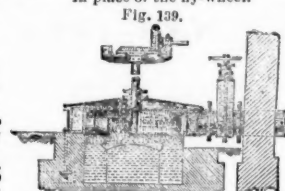
GWYNNE & CO.'S
IMPROVED DEEP
WELL PUMP.

Worked direct by steam-engine at the mouth of the well. This arrangement is invaluable in situations where, from peculiar circumstances, the centrifugal pump is inapplicable.



GWYNNE & CO.'S
IMPROVED
CHAIN-PUMP,
Worked direct by
Steam-Engine.

These pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or metal, and the grit without choking, whole and require only very strong and inexpensive repairs. compact.



GWYNNE & CO.'S
IMPROVED TURBINE
WATER-WHEEL.

Compact, easy to erect, economical, simple, and perfectly adapted to all situations. Made of every power from 1 to 800 horse. These turbines are adapted for every class of work. Prices on receipt of particulars.

TWELVE PRIZE MEDALS, taken at the Exhibitions of the Principal Cities of the World, TESTIFY TO THE GREAT EXCELLENCE OF THIS MACHINERY.

GWYNNE AND CO. have recently effected a considerable reduction in their prices, being determined to supply not only the BEST but the CHEAPEST PUMPING MACHINERY in the WORLD.

TO PREVENT MISTAKES, PLEASE ADDRESS IN FULL—
HYDRAULIC AND MECHANICAL ENGINEERS, ESSEX STREET WORKS, STRAND, LONDON, W.C.

GWYNNE AND CO.,

HYDRAULIC AND MECHANICAL ENGINEERS, ESSEX STREET WORKS, STRAND, LONDON, W.C.

MUSHET'S

TITANIC CAST STEEL,
FOR LATHE TOOLS, DRILLS, CHISELS, TAPS AND DIES, &c., &c.

MUSHET'S TITANIC BORER STEEL.

MUSHET'S WELDING CAST STEEL.

SOLID CAST STEEL HAMMERS AND SLEDGES.

SOLE MANUFACTURERS,

TITANIC STEEL AND IRON COMPANY, LIMITED,
COLEFORD, GLOUCESTERSHIRE.

LONDON: Enquiries may be addressed to Mr. HENRY MUSHET, LOMBARD EXCHANGE, LOMBARD STREET, E.C.

AGENTS FOR SCOTLAND: Messrs. JOHN DOWNIE and CO., 1, ROYAL BANK PLACE, GLASGOW.

HEATON'S PATENT.

THE LANGLEY MILL STEEL & IRONWORKS COMPANY
(LIMITED),

LANGLEY MILL, NEAR NOTTINGHAM,

Are now making Cast-Steel suitable for Tools, Taps, Dies, Chisels, &c., &c., Shear Steel, and Iron of a very superior quality, by their direct process, under the superintendence of the Patentee.

The range of quality which this process secures renders the Steel and Iron suitable for almost every purpose to which these metals can be applied. Also, CAST-STEEL CASTINGS of all kinds from PATTERNS or DRAWINGS.



By a special method of preparation, this leather is made solid, perfectly close in texture, and impermeable to water; it has, therefore, all the qualifications essential for pump buckets, and is the most durable material of which they can be made. It may be had of all dealers in leather, and of

I. AND T. HEPBURN AND SONS,
TANNERS AND CURRIERS, LEATHER MILLBANDS AND HOSE PIPE MANUFACTURERS,

LONG LANE, SOUTHWARK, LONDON.

Prize Medals, 1851, 1855, 1862, for
MILLBANDS, HOSE, AND LEATHER FOR MACHINERY PURPOSES.

HEALTH AND MANLY VIGOUR.—A Medical Man, of Twenty Years' experience in the treatment of Nervous Debility, Spasmodic, and other affections which are often acquired in early life, and unfit sufferers for marriage, and other social duties, has published a book giving the FULL BENEFIT of his LONG EXPERIENCE, GRATIS, with plain directions for the recovery of health and strength. A single copy sent to any address on receipt of one stamp.

Address to the "Secretary," Institute of Anatomy, Birmingham.
Just published, post free for three stamps.
MEDICAL FRIEND AND MARRIAGE GUIDE:
By Dr. WATSON (of the Lock Hospital), F.S.A., F.R.S., College of Physicians and Surgeons.

SELF-CURE OF NERVOUS AND PHYSICAL DEBILITY.
Loss of Manhood, Impediments to Marriage, &c. SHOWING THE MEANS WHEREBY CERTAIN DISQUALIFICATIONS, which mar the happiness of Married Life, may be SPEEDILY REMOVED.

Consultations daily from 11 till 2, and 5 till 8; Sundays, 10 till 1.
Enclose three stamps, and address Dr. WATSON, No. 1, South-crescent, Bedford-square, London, W.C.

Just published, post free for two stamps.
WONDERFUL MEDICAL DISCOVERY,
demonstrating the true causes of Nervous, Mental, and Physical Debility, loss of Spirits, Indigestion, WANT OF ENERGY, PREMATURE DECLINE, with plain directions for PERFECT RESTORATION TO HEALTH AND VIGOUR WITHOUT MEDICINE.
Sent free on receipt of two stamps, by W. HILL, Esq., M.A., Berkeley House, South-crescent, Russell-square, London, W.C. With innumerable illustrative cases in proof of the WONDROUS EFFICACY of the means employed.

WEST END STOCK, SHARE, AND INVESTMENT AGENCY.

PERMANENT OFFICE.
ADELPHI CHAMBERS, JOHN STREET, ADELPHI, W.C.
This AGENCY has every FACILITY for NEGOTIATING all BUSINESS in connection with Stock and Shares in Railways, Banks, Insurance, Gas, Mining, and Financial Companies.

LOANS GRANTED ON STOCKS AND SHARES.

References exchanged
Office hours, from 10 till 4.
F. LEMMER, Secretary.

SHARES FOR SALE:—

35 Chiverton Moor, £36s 150 Great So. Tolgus, 18s. 75 So. Condurrow, 28s 6d
50 Drake Walls, 17s 6d. (call paid). 5 Wt. Chiverton, £46s
12 East Caradon, £28s 9d. 50 No. Trevelyan, 11s. 4 Wt. Mary Ann, £15.
10 East Level, £12s 6d. 25 North Croft, 14s 9d.
For SPECIAL SALE—100 West Godolphin, 22s 6d. cum div.; 50 Great Royalton, 12s 6d.; 20 Bradda Mining Company (Limited); 10 London and Paris Hotel Company (Limited).
BUYERS of Alhambra Palace shares.

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SHAFT SINKING THROUGH WATER-BEARING UPPER STRATA, WITHOUT USE OF PUMPING MACHINERY.

CHAUDRON'S PATENT SYSTEM is successful, even in cases previously abandoned on account of overpowering volumes of water.
EXPENDITURE REDUCED BY EIGHTY PER CENT.
No leakage, no repairs. Agents wanted.

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STAFFORDSHIRE WHEEL AND AXLE COMPANY (LIMITED).

MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, AND CONTRACTORS' WHEELS AND AXLES, and other IRONWORK used in the CONSTRUCTION OF RAILWAY ROLLING STOCK.
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RAILWAY CARRIAGE COMPANY (LIMITED)

ESTABLISHED 1847.
OLDBURY WORKS, NEAR BIRMINGHAM.
MANUFACTURERS OF RAILWAY CARRIAGES AND WAGONS, and EVERY DESCRIPTION OF IRONWORK.

Passenger carriages and wagons built, either for cash or for payment over a period of years.
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MANUFACTURE RAILWAY WAGONS OF EVERY DESCRIPTION, for HIRE and SALE, by immediate or deferred payments. They have also wagons for hire capable of carrying 6, 8, and 10 tons, part of which are constructed specially for shipping purposes. Wagons in working order maintained by contract.
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WAGON WORKS.—SMETHWICK, BIRMINGHAM.

Loans received on Debenture; particulars on application.

WILLIAMS'S PERRAN FOUNDRY COMPANY,

PERRANARWORTHAL, CORNWALL.
MANUFACTURERS OF STEAM PUMPING AND EVERY OTHER KIND OF ENGINES, together with BOILERS, PUMP CASTINGS, and MINING TOOLS of every description, of the very best quality. Estimates given for the supply of any amount of machinery.
London Agent.—Mr. EDWARD COOKE, 76, Old Broad-street, London, E.C.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS.

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STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—REFINED METALLIC NICKEL, REFINED METALLIC BISMUTH, OXIDE OF COBALT, GERMAN SILVER—IN INGOTS, SHEET, WIRE, &c. NICKEL AND COBALT ORES PURCHASED.

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JOHN HENSHALL, WILLIAMSON, MANUFACTURER AND REFINER, Purchaser of Borate of Lime and Tincal.

MR. J. N. MAUGHAN, STOCK AND SHAREBROKER

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Bankers: Messrs. Lambton and Co.

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ANALYST AND ANALYTICAL CHEMIST, SWANSEA.

RHENISH PRUSSIA.

SEVERAL VALUABLE MINES FOR SALE.—LEAD, COPPER, BLINDE, and IRON. The Mining Laws of Prussia give with the concession to work, an absolute right of property in the mine for ever, subject only to a royalty of 2 per cent.
Apply to Mr. YOUNGHUSAND, 6½, Wilhelm Strasse, Bonn-on-the-Rhine.

NOTICE.

TO THE SHAREHOLDERS OF SOUTH TREVENNA MINING COMPANY (LIMITED), ST. NEOT, CORNWALL.
GENTLEMEN.—I, Solomon Curtis, agent of the above mine, particularly wish you to CALL A MEETING of the said company at your earliest convenience, to be held at the Carlton Arms, St. Neot, when I will give the said company all particulars how their property is managed.
Your early attention to this will oblige,
Your obedient servant,
SOLOMON CURTIS, Agent.

NOTICE IS HEREBY GIVEN, that the ANNUAL GENERAL MEETING of the Shareholders of the YORK PENINSULA MINING COMPANY (LIMITED) will be HELD at the London Tavern, Bishopsgate-street, London, on THURSDAY, the 16th of July instant, at Twelve o'clock at noon precisely.

The Share Transfer Books will be closed from Wednesday, the 7th, until Thursday, the 15th instant, both days inclusive.
By order of the Directors, C. GRAINGER, Secretary.
1, King's Arms-yard, Moorgate-street, London, 1st July, 1869.

THE NEW PRINCE OF WALES SLATE COMPANY (LIMITED).

Capital £20,000. In 10,000 shares of £2 each.
£1 per share to be paid on application, and £1 10s. on allotment.
Upwards of 5000 shares are already appropriated.
JOHN FRANCIS, Esq., Bryndorwen, Bangor.—CHAIRMAN.
BANKERS—METROPOLITAN BANK (Limited), Cornhill.
SECRETARY AND GENERAL MANAGER—THOMAS HARVEY, Esq., OFFICES.
ST. CLEMENT'S HOUSE, ST. CLEMENT'S LANE, E.C.

The directors are now prepared to receive applications for 2000 of the unappropriated shares on the terms above stated.

This is in no respect a speculation, but an established business, and a safe and profitable investment for capital. It may be confidently affirmed that no slate quarry was ever offered to the public under such favourable circumstances, and the directors invite those who are not already aware of its high position to investigate its merits.

The slate is known throughout the kingdom, and is distinguished for every excellence of colour, purity, lightness, and strength, and is unsurpassed in any respect by any other slate in the Principality. The quarry has already produced several thousand pounds worth of slate, is in full working order, and is amply provided with every requisite in plant and machinery for carrying on the most extensive business. Slates, of which there are thousands now on the quarry, can be supplied to any extent. The buildings and sawing and planing machinery are in perfect order, and of the best and most improved description.

Less than £2000 will now complete the incline, and bring the quarry into a large monthly profit. The local manager states that slates and slabs of the value of £500 per month can be immediately produced, and the production can be rapidly extended, as the quarry is yet only in its infancy.

Eight galleries, each 15 yards in depth, have been opened, and can be worked to an extreme depth of 300 yards without any lifting power whatever. The tip for rubbish is unlimited—in fact, it is not too much to say that, considered in all its aspects, no such quarry has been opened in Wales during the present century. There is abundance of water power for sawing and planing. The slates have been shipped, or sent by rail from Carnarvon to all parts.

Two of the directors represent the largest quarries in Wales, and, together with the general manager, hold between them nearly 2000 shares in this quarry. All rents and royalties have been purchased by the company. The property is upwards of a mile square, and is held on a lease for 40 years, granted by G. A. Huddart, Esq. By agreement, dated 14th September, 1868, between F. B. Smart and H. L. Hamack, and the company, paid-up shares are to be given as a full consideration for the purchase of the entire property.

There are barns, provided with beds, stoves, and every requisite for the accommodation of 100 men.

Applications for forms, prospectuses, and shares (the latter accompanied by a cheque for the deposit) may be addressed to the Secretary, at the offices, St. Clement's House, St. Clement's-lane, London, E.C.

The 2000 shares will be allotted according to priority of application.

There are also, in a distant part of the property, other large beds of equally fine slate rock, which can be leased or sold. The sum of £300, and a royalty of 1-16th, are also receivable by the company for a copper mine lately sold by them.

THE MINING SHARE LIST.

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per share.	Last paid.
1500	Alderley Edge, c, Cheshire*	10 0 0	—	—	10 6 8	0 5 0	Jan. 1869
200	Botalack, t, c, St. Just	91 5 0	270	250 260	544 5 0	16 0 0	May 1869
4000	Brookwood, c, Buckfastleigh	1 11 0	—	—	0 12 6	0 2 6	Aug. 1868
1000	Bronfloyd, t, Cardigan*	12 0 0	—	—	0 11 9	0 12 0	April 1869
5000	Bwlch Consols, s, t, Cardigan*	4 0 0	—	—	0 5 0	0 5 0	June 1868
4000	Cashwell, t, Cumberland*	2 10 0	—	—	0 3 0	0 6 0	Aug. 1868
916	Cargill, s, t, Newlyn	15 5 7	—	15 17	16 5 0	0 10 0	Nov. 1869
1250	Chanticleer, t, Flint	0 7 8	—	—	0 1 0	0 0 0	Nov. 1869
2430	Cook's Kitchen, c, Illogan*	19 14 9	13½	12½ 13½	2 4 6	0 7 6	April 1869
500	Creechgraw and Penkelt, t	—	—	—	2 5 0	1 6 0	April 1868
867	Cwm Erlyn, t, Cardiganshire*	7 19 0	—	—	30 3 0	0 10 0	April 1869
128	Cwmystwith, t, Cardiganshire*	60 0 0	—	—	385 10 0	2 0 0	Feb. 1869
280	Darwen Mines, s, t, Durham	300 0 0	—	—	177 0 0	2 10 0	July 1868
1024	Devon G.L. Consols, c, Tavistock*	49 14 6	24	24 26	1132 0 0	4 0 0	May 1869
656	Ding Dong, t, Gwylt	4 16 2	—	—	2 10 0	1 10 0	May 1869
1432	Dolcoath, c, Camborne*	32 4 6	130	100 125	294 2 6	3 0 0	June 1869
6144	East Caradon, c, St. Cleer	2 14 6	8	7½ 7½	14 11 6	0 2 0	July 1867
300	East Darren, t, Cardiganshire*	32 0 0	—	—	166 10 0	2 0 0	Mar. 1869
6100	East Pool, t, c, Pool, Illogan*	0 9 9	8	7½ 7½	9 3 0	0 3 3	May 1869
1906	East Wheal Lovell, t, Wendron*	3 9 0	11	12½ 13	4 16 0	0 5 0	May 1869
2500	Foxdale, t, Isle of Man*	23 0 0	—	—	73 0 0	0 10 0	April 1869
5000	Frank Mills, t, Christow*	18 6 0	—	—	3 13 6	0 4 0	April 1869
3560	Gawton, Tavistock*	3 10 6	—	—	3 18 0	0 3 0	Jan. 1868
15000	Great Laxey, t, Isle of Man*	4 0 0	19½	18 19	10 15 0	0 10 0	June 1869
3000	Great Northern Manganese*	5 0 0	—	—	—	5 p.ct.	Feb. 1869
5908	Great Wheal Vor, t, c, Helston*	40 0 0	15½	14 14½	14 11 0	0 10 0	June 1869
1024	Herodfoot, t, near Liskeard*	8 10 0	46	43 45	49 10 0	1 10 0	Feb. 1869
12000	Holmshush and Kelly Bray, c*	1 0 0	—	—	0 1 0	0 1 0	May 1869
165	Levant, c, t, St. Just	8 1 1	—	—	1009 0 0	4 0 0	Jan. 1869
400	Lisburne, t, Cardiganshire*	18 15 0	—	—	515 0 0	1 0 0	Mar. 1869
2000	Mace-y-Safn, t, Flint*	20 0 0	29	28 29	5 4 0	0 5 0	Oct. 1868
9000	Marke Valley, c, Cardigan	4 10 6	8½	8½ 8½	5 4 0	0 5 0	April 1869
3000	Minera Boundary, t, Wrexham*	1 0 0	—	—	0 13 0	0 3 0	Mar. 1866
1800	Minera Mining Co., t, Wrexham*	25 0 0	—	—	253 13 6	5 0 0	May 1869
20000	Minning Co. of Ireland, c, t, c*	7 0 0	9½	10 10½	—	9 p.ct.	July 1868
40000	Myndy Iron Ore*	3 7 0	—	—	0 11 6	0 3 0	Feb. 1869
2000	North Kent, t, c, St. Just	7 0 0	—	—	0 10 0	0 5 0	Mar. 1869
5000	Penrhyn Mines, t, Agnes*	50 0 0	—	—	162 10 0	2 10 0	Aug. 1869
5000	Penrhyn, t, St. Agnes*	3 0 0	—	—	0 6 0	0 4 0	April 1869
12500	Prince of Wales, c, Calstock	0 12 6	1½	1½ 1½	0 8 6	0 1 0	Nov. 1868
1120	Providence, t, Uny Lelant*	10 6 7	37	33 35	88 2 6	1 10 0	Mar. 1869
512	South Caradon, c, St. Cleer	1 5 0	—	—	617 10 0	5 0 0	May 1869
6000	South Darren, t, Cardigan*	3 6 6	—	—	0 16 0	0 1 6	May 1869
957	St. Hill, t, Croft, c, Illogan*	24 10 0	—	—	2 0 0	0 10 0	May 1869
400	St. Wh. Frances, c, Illog*	18 15 0	—	—	374 10 0	1 0 0	Mar. 1868
940	St. Ives Consols, t, St. Ives*	10 15 0	17½	16 16½	0 10 0	0 10 0	May 1869
500	Summer Hill, t, Mold	3 18 6	—	—	2 5 6	0 5 0	Feb. 1868
6000	Tincroft, c, t, Pool, Illogan*	9 0 0	17	15 16	21 1 0	0 10 0	May 1869
2000	Trumpet Cons., t, Helston	11 10 6	21½	22½ 23	8 14 0	0 14 0	April 1869
12000	Van, t, Llandidies*	4 5 0	38½	37 39	0 5 0	0 5 0	June 1869
3000	W. Chiverton, t, Perranzabuloe*	10 0 0	47	46 48	55 7 6	2 0 0	June 1869
242	West Great Work, t, Breage*	6 11 0	—	—	0 2 0	0 2 0	June 1869
2532	West Wh. Frances, t, Illogan*	106 15 0	53	51 53	1 10 0	1 10 0	April 1869
400	W. Wheal Seton, c, Camborne*	47 0 0	180	175 185	633 0 0	5 0 0	June 1869
612	Wheal Bassett, c, Illogan*	5 2 6	—	—	632 10 0	1 0 0	June 1868
1024	Wheal Friendship, c, Tavistock*	20 0 0	—	—	300 10 0	0 10 0	Nov. 1868
512	Wheal Jane, s, t, Kea	10 15 0	45	42½ 45	24 10 0	1 10 0	May 1869
4295	Wheal Killy, t, St. Agnes*	5 4 6	—	—	68 10 0	0 15 0	June 1869
1024	Wheal Mary, t, Llanvannor*	8 0 0	15	14 16	0 5 0	0 5 0	May 1869
1000	Wh. Mary Hutchins, t, Plymouth*	2 12 6	—	—	415 13 0	12 10 0	May 1869
80	Wh. Owles, t, St. Just	70 0 0	—	—	254 15 0	2 0 0	Feb. 1868
396	Wheal Seton, t, c, Camborne*	58 10 0	40	40 50	1 0 0	0 10 0	Dec. 1867
3000	Whitwell Lead, t, Illog*	0 5 0	—	—	49 6 0	0 5 0	Mar. 1869
17000	Wicklow, c, t, Wicklow	2 10 0	9½	9½ 10	—	—	—

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per share.	Last paid.
35000	Alamitos, t, Spain*	2 0 0	1½	1½ 1½	0 6 6	0 2 0	Mar. 1869
10000	Anglo-Australian, c, South Australia*	7 7 6	—	—	0 1 6	0 0 6	Aug. 1868
15000	Cape Copper Mining*	7 0 0	13½	—	3 17 6	0 15 0	Nov. 1868
30000	Central American Association*	1 10 0	—	—	—	—	—
10000	Copiapu Mining Co., Chile*	16 10 0	—	—	0 4 0	0 4 0	April 1869
76162	Don Pedro North of the Rey*	0 14 0	—	—	1 3 3	0 3 0	May 1869
70000	English and Australian*	2 10 0	—	—	1 14 0	0 3 0	Mar. 1869
25000	Fortuna, t, Spain*	2 0 0	2½	2 2½	23 10 0	0 15 0	June 1867
20000	Gen. Mining Assoc., Nova Scotia*	5 0 0	—	—	10 p.ct.	—	Aug. 1868
10000	Gonessa, t, Sardinia*	1 0 0	—	—	0 1 0	0 1 0	Nov. 1868
68000	Kapunda Mining Co., Australia*	3 0 0	—	—	11 18 4	0 3 4	Mar. 1869
15000	Linares, t, Spain*	3 0 0	—	—	—	—	—
50000	Panellio, c, Chile*	3 0 0	—	—	—	—	—
6000	Peel River, t, Australia*	10 0 0	—	—	—	—	—
15000	Port Phillip, c, Chile*	1 0 0	—	—	5 6 2	0 19 7	Dec. 1868
10000	Scottish Australian Min. Co., t	1 0 0	—	—	1 3 6	0 1 6	Jan. 1869
11000	St. John del Rey, Brazil*	15 0 0	15½	16 17	81 10 0	4 5 0	Dec. 1867
4000	Swedish Sulphur Ore*	2 10 0	—	—	7½ p.ct.	—	Dec. 1867
13500	Vancouver Coal Mining*	6 0 0	—	—	2 14 6	0 12 0	May 1869
50000	Victoria (London), £1 pd., 25000 12s. 6d. pd.	—	—	—	0 9 7	0 7 0	July 1868
40000	West Canada Mining Co.*	1 0 0	—	—	0 19 6	0 2 6	May 1869

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Total Last Call
50000	Anglo-Argentine, <i>g, s</i> , Argentine Republic*	1 0 0	1½	1½	
100000	Anglo-Brazilian, <i>g</i> †	0 11 0	¾	½ ¾	Nov. 1866
25000	Anglo-Italian, <i>g</i> †	0 15 0	1	..	Jan. 1868
20000	Australian United, <i>g</i>	1 0 0	—	..	Mar. 1868
2464	Burra Burra, <i>c</i> , South Australia†	5 0 0	—	..	
20000	Capula, <i>s</i> , Mexico*	2 0 0	—	..	Jan. 1868
30000	Chontales, <i>p, s</i> , Nicaragua*	5 0 0	—	..	Mar. 1868
12000	Cobre Copper Company, <i>c</i> , Cuba†	45 10 0	1½	1½ 1½	Jan. 1869
15000	El Chico Silver Mining and Reduction Company*	5 0 0	—	..	Nov. 1866
40000	Fortune Copper Mining Co. of Western Australia*	2 0 0	1¾	1 1½	Fully pd.
00000	Frontino and Bolivia, <i>g</i> , New Granada†	1 17 0	1½	1½ 1½	May 1868
00000	General Brazilian*	0 10 0	1	¾ ¾	Feb. 1869
00000	Javiana, <i>g</i> , Nicaragua*	0 10 0	—	..	Oct. 1869
727	Portuguese, <i>g</i> , Portugal*	2 15 0	—	¾ ¾	Dec. 1868
3640	Mariquita, <i>g, s</i> , New Granada	1 0 0	—	..	Feb. 1868
25000	Nerbudda Coal and Iron, India†	6 10 0	—	..	Dec. 1867
10000	New Quebrada, <i>c</i> , Venezuela*	4 4 0	—	..	
00000	Pestaniere United, <i>g</i> , Italy†	2 17 6	1¾	1¾ 1¾	May 1866
0178	Rhenish Consolidated, £1, £500 0 £5 pd., £178 £2 10s. pd.]	0 14 0	1¾	1¾ 1¾	Sept. 1866
50000	San Pedro del Monte, <i>s</i> , Mexico*	4 0 0	—	4½ 5	Sept. 1866
50000	San Roque, <i>i</i> , Spain	5 0 0	—	..	Fully pd.
00000	Sao Vicente, Brazil†	0 4 0	—	¾ ¾	Oct. 1868
00000	Taquaril, <i>g</i> , Brazil†	0 7 6	¾	½ ¾	Oct. 1868
9174	United Mexican, <i>s</i> , Mexico†	28 5 0	2	2½ 3	May 1868
00000	Val Antioria, <i>g</i> , Italy*	5 0 0	—	..	
60000	Vini Sassani, <i>s</i> , Italy*	5 0 0	—	..	Aug. 1868
50000	Victor Emanuel, <i>c</i> , Italy*	1 0 0	—	..	Fully pd.
00000	Worthing, <i>c</i> , South Australia*	1 0 0	—	¾ ¾	Fully pd.
50000	Yorke Peninsula, South Australia*	1 0 0	—	¾ ¾	Fully pd.
50000	Yudananutana, <i>c</i> , South Australia†	3 0 0	1¾	1¾ 2	Fully pd.